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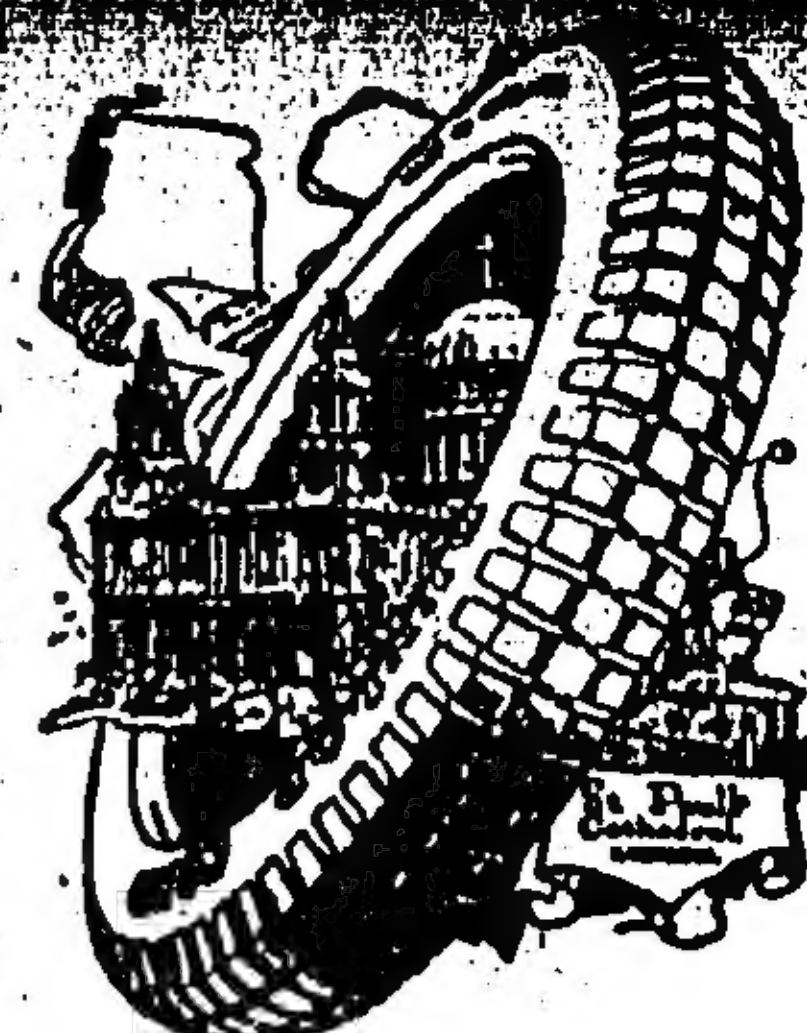
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The Hongkong Telegraph.

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T.T. on New York—22%
Light Up Time—4.41 p.m.
High Water—20.55
Low Water—14.09

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SATURDAY, NOVEMBER 12, 1932. 日五十月十

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SERIOUS ARMISTICE DAY RIOTS IN DUBLIN

Many Injured in Irish Republican Army Clashes with Police

PLAYING WITH FIRE

GIRL'S BEHAVIOUR
IN URMI CASE

FINE IMPOSED

Mr. Schofield, at the Central Police Court this morning, found that the charge of indecent assault on Chung Wan, a 20-year-old girl, was proved against Henry Urmil, Swiss motor mechanic, and proprietor of Henry's Motor Service Garage, at Lockhart Road, Wanchai. Accused was ordered to pay the girl \$500 amends and was fined \$200.

His Worship found that extenuating circumstances were presented by the behaviour of the girl, who, he considered, had played with fire for her own amusement and had got burnt in the process.

Mr. W. A. Mackinlay was for the accused.

In giving his decision, his Worship said:—In this case where the charge is indecent assault, the defence set up the plea of consent which, if valid, entitles defendant to an acquittal. Complainant absolutely denies consent of any kind, but admits entering defendant's car voluntarily. It is necessary to choose between the two stories, which are very different; though defendant admits that resistance was shown by the complainant towards the end of the proceedings.

CONFUSED MIND.

It is clear that if complainant is telling the truth throughout, she had not only a most remarkable memory but kept throughout the struggle a perfectly calm and clear mind, noting and observing every detail, though the car lights appear to have been out. This, in itself, is highly improbable and in fact, complainant admits her mind was confused.

There are a number of other grossly improbable details in her story: the capture and release of the boy alleged to have attacked her, and his getting out of the car, an Austin 7, by climbing out of the back seat despite the hood being up; the alleged calling for help as the car went through Shaikwan; the denial that the car stopped at the entrance to Layman Fort; though complainant observed the notice board there; the statement that her undergarment was torn by the defendant, which is clearly false, as the holes are scissor cuts; and finally, her account of how she got the strip of paper with the Vannini firm's name on it.

IMPORTANT POINT.

This is a most important point. Complainant says she got it in the gutter four or five days before October 19, but defendant declares she got it that night from Vannini godown, and he wrote his address and telephone number on part of it. This is proved by the fact that the two pieces of paper fit at the torn edges.

Complainant says he wrote it as the car was travelling slowly and with one hand holding the wheel; defendant, that the car was stationary by Vannini's godown when he wrote it. The character of the writing proves that complainant's account of the matter is false. It is impossible to make such writing in a moving car.

MOTIVE FOR LYING.

Her motive for lying is obvious, she wishes to save her own character by denying that the car stopped close to her home. I am satisfied that it did, and that she had the chance of going home but did not take it.

It follows that complainant's story can only be believed so far as it is corroborated by other evidence, and that defendant's story is to be preferred. He says complainant was a consenting party to all that happened almost up to the end; and her behaviour was such as to make him believe that sexual intercourse would be the reverse of unwelcome to her. An independent witness for the prosecution here corroborates defendant's story: he is the bombardier who passed the car while it was parked at the entrance into Layman Barracks; and who testified together with six civilians, have been confined to prison.—*Reuter.*

(Continued on Page 14.)

POPPY WEARERS ATTACKED

CORDON ROUND CENTRAL DISTRICTS

DAY & NIGHT OF BATON CHARGES

LONDON, NOV. 11.

DUBLIN WAS CONVERTED INTO A BATTLEGROUND TO-DAY, THE CONSEQUENCE OF THE GRAVEST DISORDERS IN THE CAPITAL SINCE THE DE VALERA GOVERNMENT CAME INTO POWER. THE OUTBREAK GREW MORE MENACING AS THE NIGHT ADVANCED AND THE POLICE WERE CONSTANTLY ENGAGED IN BATON CHARGES. MANY RIOTERS WERE INJURED AND SENT TO HOSPITAL.

All available members of the police force were called out to cope with the disturbances, which developed from a parade through the streets of Dublin of thousands of members of the Irish Republican Army. They marched in military procession and were eventually held up by a cordon of police. The Republicans attempted to force the cordon and a bitter fracas was soon in progress, the police dispersing the demonstrators with baton charges.

POPPIES TORN FROM WEARERS.

Armistice Day observances then became the object of hostile activity by members of the Irish Republican Army. They stoned the windows of shops which were displaying poppies, and committed assaults upon persons wearing poppies, tearing the little emblems from their clothing.

Many arrests were made, but the I.R.A., had broken up into groups and the police had their hands full in maintaining order. Baton charges became more frequent as the night advanced. Finally, the police threw a cordon round the whole of the centre of the city, effected many arrests of persons carrying on the disturbances within the cordon and engaged in numerous encounters with unruly groups.

DEATH THREATS TO COSGRAVE LEADERS.

Meanwhile, in the Dail Eirann, General Mulcahy, a member of the Cosgrave Party, lodged a protest with the Government, declaring that he and several other members of the Party had been threatened with death.

Mr. De Valera declared that every power in the State would be used to the fullest possible in order to preserve the right of free discussion of public questions. No individuals or groups of individuals could assume duties which properly belonged to the State.—*Reuter.*

SU PING-WEN'S HOSTAGES

Plight of Japanese in Manchuli

RELEASE EFFORT

Harbin, Nov. 12.

The Japanese authorities are continuing their efforts to secure the release of their nationals who were interned at Manchuli when General Su Ping-wen's railway guards went over to the anti-Manchukuo forces.

Captain Yamaaki, Military Attache from the Japanese Embassy in Moscow, is now at Matzlevskaya endeavouring to negotiate for the release of the captives.

He has telegraphed to the Foreign Office details of the Japanese in Manchuli, stating that forty-four Japanese civilians are interned at the Japanese Consulate, which is in the hands of Su Ping-wen's forces, while 125 Japanese frontier guards, formerly employed at the Consulate by the Manchukuo authorities, together with six civilians, have been confined to prison.—*Reuter.*

THE SIMON PACT OF PEACE

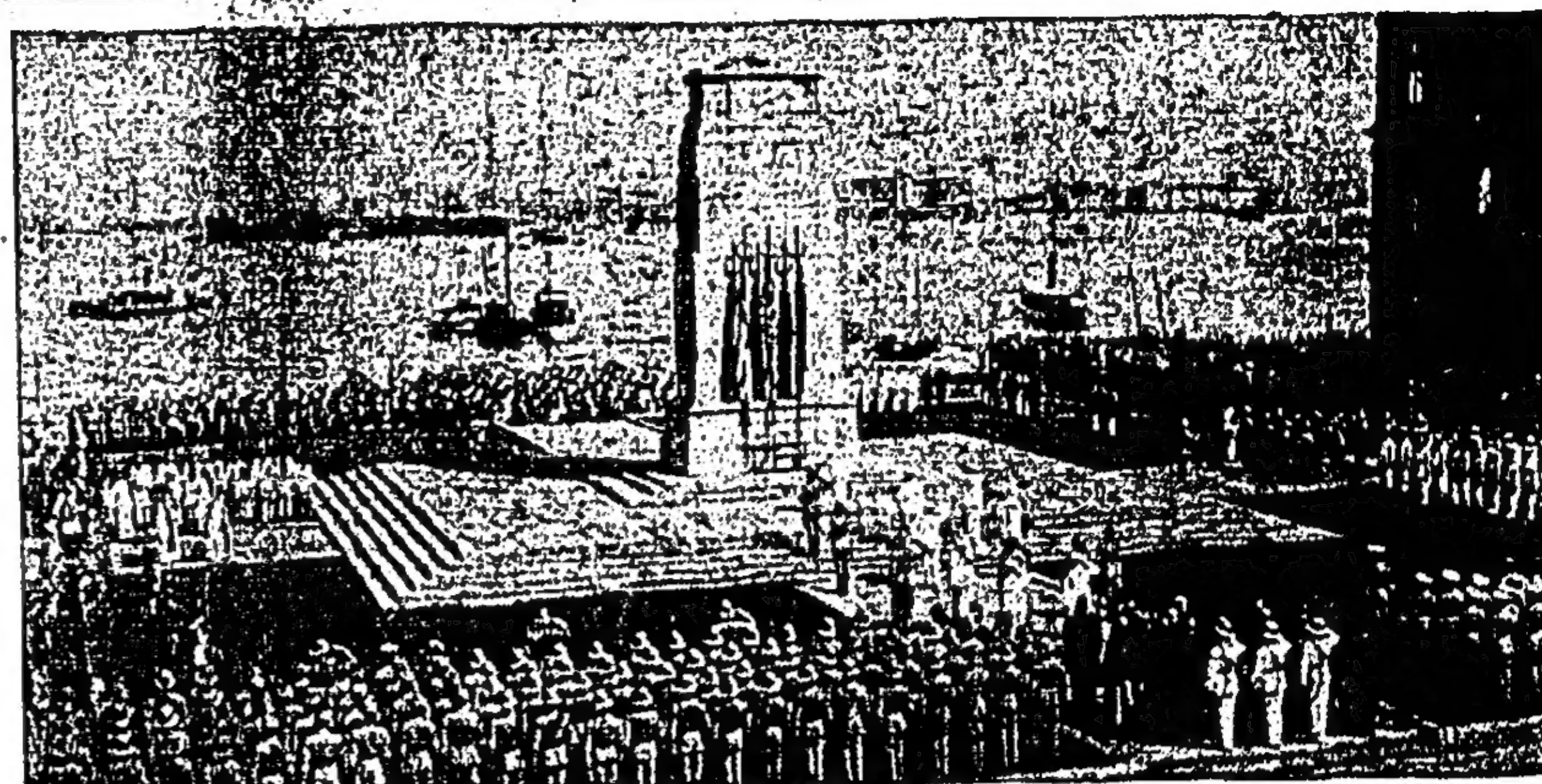
ADVANCE ON THE KELLOGG PACT

DISARMAMENT HOPES

London, Nov. 11.

Developments of far-reaching importance, which may serve to remove the obstacles impeding progress on disarmament and place the discussion of this vital international problem upon a much more hopeful basis, are likely to occur in the Bureau of the Disarmament Conference next week.

Not only will the French plan already outlined be elaborated and expounded by M. Herriot, but Sir John Simon, who is flying to Geneva on Sunday, will present in detail the proposals which are a natural sequel to the British Government's statement of policy contained in his important House of Commons speech last night. In regard to the proposal of a frank recognition of Ger-



An excellent general view of the Remembrance Day ceremony at the Hong Kong Cenotaph yesterday. (Photo: A. Fong).

EIGHT-DAY DASH TO JO'BURG

LOEW COMPLETES JOURNEY

IN THE SPIRIT OF FUN

London, Nov. 11.

The "Spirit of Fun" has arrived at Johannesburg from Hongkong, after a remarkably fine flight occupying eight days.

The fast Lockheed-Orion machine landed at 4.02 p.m. to-day, Mr. Arthur Loew, the first Vice-President of the Metro-Goldwyn-Mayer Corporation, stating that the actual flying time from Hongkong was fifty-six hours.

In the course of the flight, they have passed over Indo-China, Burma, India, Persia, Iraq, and Egypt, and the fliers have covered well over eight thousand miles.

CAPE ENGLAND RECORD.

The pilot is Captain James B. Dickson, though Mr. Loew is also a pilot and has frequently taken over the controls during the flight. Mr. Joseph Rothel travelled as a passenger.

The film magazine is in Johannesburg for the purpose of opening the new Metro Theatre there. After the ceremonies have been completed, Mr. Loew proposes to fly to Capetown and from there proceed to attack the Cape-England speed record.—*Reuter.*

LOCAL NEWSPAPER SUPPRESSED

FOR PERIOD OF 14 DAYS

It is notified in the Gazette that the Governor-in-Council has, under the Emergency Regulations, ordered the suppression, for the period of fourteen days, of the printing and publication of the newspaper *Tin Nam Yat Po*.

many's claim to equality of status should be accompanied by a declaration in which the European States would engage not to attempt to resolve any present or future differences between them by resort to force, such undertaking would imply something more than a reaffirmation of the Kellogg Pact, which precluded resort to war as an instrument of national policy. The world is familiar with occasions in which, although there has been technical no resort to war, there has undoubtedly been a resort to force. It is with the idea of precluding the employment of such measures that the proposal is put forward.

A NEW FACTOR.

Sir Austin Chamberlain last night described the Foreign Secretary's statement as not merely a speech, but a new factor in world politics and a factor with immense power for good. It received practically unanimous approval in the House of Commons and in the press.—*British Wireless.*

COLONY'S SOCCER ELEVEN

FINALLY CHOSEN LAST NIGHT.

Hongkong's interport soccer team to visit Shanghai at the end of the month was finally selected last night, two changes being made from the side which went down to the Red of the Colony. The names of the chosen will be found on Page Eight.

WAR IN THE AIR

VIVID PICTURE BY MR. BALDWIN

NO POWER ON EARTH CAN STOP BOMBER

London, Nov. 11.

The feature of the later stages of yesterday's debate on foreign affairs, which created an immense impression on a crowded house and has since been the subject of much comment was the remarkable speech by Mr. Stanley Baldwin, in which he declared for the abolition of all military air forces and the international control of civil flying.

"What the world suffers from is a sense of fear," said Mr. Baldwin, "and no one thing is more responsible for that instinctive fear than the fear of the air."

"Up to the time of the last war, civilians were exempt from the worst perils of war. They suffered sometimes from hunger, from loss of sons and relatives, but now, in addition, they suffer from a constant fear, not only of being killed themselves, but what is perhaps worse for a man, of seeing his wife and his children killed from the air."

APPALLING SPEED.

"The cause is the appalling speed that the air has bred in modern warfare."

"In the next war you will find that any town within the reach of an aerodrome can be bombed within the first five minutes of the outbreak of war to an extent inconceivable in the last war and the question is, whose morale will be shattered quickest by the preliminary bombing."

"It is well also for the man in the street to realise that there is no power on earth that can protect him from being bombed."

OFFENCE DEFENCE.

"Whatever people may tell him the bomber will always get through. That is very easy to understand if you realise the area of space. Take any large town you like in this island or on the Continent and consider the range for the defence of that town the air up into sectors and you may have aeroplanes 20,000 feet high in the air or perhaps higher. It is a matter of mathematical calculation that you will have sectors of from tens to hundreds of cubic miles to defend. Imagine 100 cubic miles of air and calculate how many aeroplanes you

GENEVA BLOODBATH

GENERAL STRIKE TO BE CALLED

RIOT HANDLING PROTEST

(Our Own Correspondent).

London, Nov. 11.

A general strike to last for twenty-four hours is being called throughout the canton of Geneva to-morrow by the Trade Union Committee to mark the protest of the workers against the handling of the riot on Tuesday.

The death-roll as a result of the machine-gunning has now reached twelve, several other victims of the shooting are in a critical condition, the number of hospital cases being thirty-nine.

It is alleged that the second batch of troops ordered out to quell the riot gave the crowds only one chance to disperse and when, highly excited as they were by that time, they failed to do so, a withering fire was poured into them from machine-guns, the square being swept with fire waist-high. No attempt was made to warn the crowd of the seriousness of the threat to shoot by first sending a volley over the heads of the demonstrators.

will need to leave no chance of the enemy getting through. It cannot be done. There is no expert in Europe who would say it can.

The only defence is offence. It means you would have to kill more civilians, more women and children first, if you want to save yours from the enemy."

"Aerial warfare, moreover, is still in its infancy, its potentialities are incalculable and inconceivable."

"I am firmly convinced," declared Mr. Baldwin, "that if it is possible the air forces of the world ought to be abolished. But if they are abolished you still have potential bombers. In my view, it is necessary for the nations of the world concerned to devote the whole of their mind to this question of civil aviation and to see if it is possible to control civil aviation to a condition that such disarmament would be feasible."

"Undoubtedly, though she has no air force, Germany should be a participant in any such discussions."

FOR YOUNG.

In his concluding passage, Mr. Baldwin said that this is really a question for the young to decide. It is they who will have to fight out this bloody issue of warfare. The instrument is in their hands. There are instruments as terrible that mankind has resolved not to use them. I haven't to know myself of at least three inventions deliberately proposed for use in the last war which were never used. They are potent to the degree of the young will ever come to feel in regard to this one instrument that this evil thing should not be done.—*British Wireless.*

WAR DEBTS ISSUE

BRITISH NOTES IN PRES. HOOVER'S HANDS

STILL SECRET

FRANCE ALSO MAKING REPRESENTATIONS

(Our Own Correspondent).

London, Nov. 11.

The nature of the representations made in the British Note to the United States on the subject of war debts will not be known for some two or three days.

Sir John Simon, it is now disclosed, has already seen the Ambassadors in London of France, Belgium and Italy and has conveyed to them the sense of the Note which the British Government has sent.

The contents will, however, remain an absolute secret until Mr. H. L. Simson, the U.S. Secretary of State, decides for or against publication.

IN HOOVER'S HANDS.

There seems little doubt that the Note will be released shortly to the Press. Mr. Stimson, interviewed by journalists in Washington to-day, did not suggest that the United States was likely to withhold publication. He said that the Note had been communicated to President Hoover and that it is unlikely to be published for two or three days.

President Hoover is expected to consult with President-Elect Franklin Roosevelt before replying.

FRANCE FOLLOWS SUIT.

France has taken similar steps it is believed. It is semi-officially stated in Paris that France, like Britain, has delivered a communication to the United States Government on the subject of war debts, though it is understood that it deals solely with the question of the debt payment due from France to the United States on December 16.

The three Continental debtors of the United States are now engaged in a study of the British proposals, hints regarding the purport of which have already appeared in the British newspapers.

FRENCH NOTE RECEIVED.

Washington, Nov. 11. A French War Debt Note, which the State Department says is in the same category as the British, was received this evening.—*Reuter.*

STOP PRESS

(Telegraph Special).

Harbin, Nov. 12.

The crew of the Manchukuo gunboat, Sun Li, anchored in the vicinity of the confluence of the Sungari and Muri Rivers, mutinied yesterday.

They killed and threw overboard all the officers and non-sympathisers, and hoisted the Kuomintang flag.

A Soviet gunboat was not permitted to enter the Amur waters. The mutineers then deserted the gunboat and embarked for an unknown destination by launch.—*Reuter.*

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**CONTRACT
BRIDGE**

By W. E. McKenney

The problem of converting losing tricks into winners is one of never ending fascination. Probably the greatest thrill of the bridge table is experienced by the declarer when he succeeds in making a seemingly impossible contract against the best defence the opponents can offer.

To-day's hand illustrates how a resourceful declarer may sometimes escape from a difficult situation.

♠A-8-4-3	♥A-J-9-2	♦6-3	♣Q-8-2
♠10-9-5	♥8-5-4	♦K-8-7	♣A-J-7
♠5	♥5	♦5	♣5
NORTH			
♠J-7-6-2	♥None	♦J-10-9-5-2	♣10-9-6-4
EAST			
♠K-Q	♥K-Q-10-7-6-3	♦A-Q-4	♣K-3
SOUTH			
130			

The Bidding.

South opened with a bid of one heart. West passed and North over-called with one spade, a very fine bid.

North realized that the hand would be played at hearts eventually, but he knew that South could not pass his one over one forcing bid, and South's response might give valuable information.

This proved to be the case, for South responded with three hearts, showing not only a very good heart suit, but a hand of general strength.

North now bid five hearts because he had much better than normal heart support together with some strength on the side. South accepted the slam invitation by bidding six hearts. That closed the contracting.

The Play.

West had a difficult opening, but finally decided on the ten of spades.

South on first analysis decided that the fate of his contract depended on the diamond finesse. However a good declarer will not try a finesse until all other possibilities have been exhausted.

Ames saw that he surely had a losing club trick, and also a losing diamond if the king lay on the wrong side. He did not know, as we do, that the finesse would fail, but he decided to avoid that possibility if he could.

After taking the first spade trick in his own hand, he led three rounds of hearts and the king of spades.

He then led a small club from his own hand, and whether West went up with the ace or not, the contract was assured.

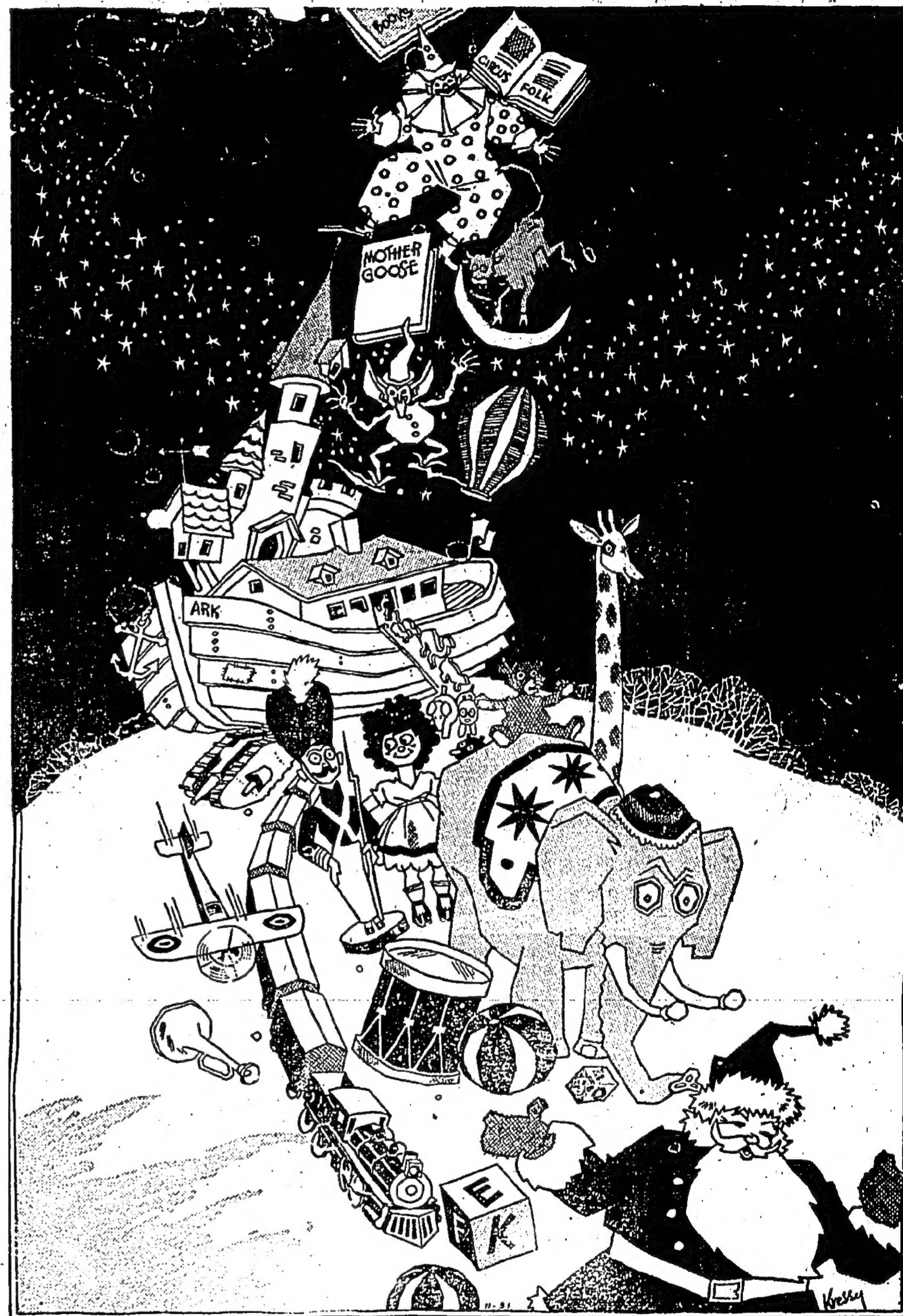
In actual play, he did not, and when dummy's queen held the trick South immediately led the ace of spades and discarded the king of clubs from his own hand. He then led a diamond and finessed the queen.

The finesse lost to West's king, but that was the last trick his side could take, for South ruffed his four of diamonds with dummy's last trump.

If West went up with the ace of clubs when that suit was first led, he would no doubt return a spade. South would win in dummy with the ace and discard a small diamond from his own hand. He would then lead a small club to the king, enter dummy by leading a low trump, and discard the queen of diamonds on the established queen of clubs.

One of the two losing tricks had seemingly vanished into thin air and South made his six heart contract without taking the diamond finesse.

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By Small



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CALL of the WEST

BY R. G. MONTGOMERY

CHAPTER XX

Dona sat with her father for an hour. He was plainly agitated by Swergin's report but making an effort to conceal his feelings. She tried to keep from thinking of the ride she had promised to take that afternoon. She thought of Ball and wondered if Swergin and his men would ever be successful.

Thinking of Ball kept Dona from surrendering to the panicky fear that tugged at her heart whenever she let her mind return to the proposed ride that afternoon. Ball evidently was a hard-riding, fast-shooting type, utterly fearless and a dead shot with a gun. He would be as much at home in the rough country as a wolf and twice as dangerous. She knew that Swergin and his crew of loggers were no match for such a man.

Finally Asper dropped off to sleep, snoring softly. His age was against him and he had to give in and rest though he had tried to keep awake. Dona stole softly from the room. She met the doctor at the door and he returned to the porch with her.

"Will it be all right for me to be away this afternoon?" she asked anxiously.

The doctor nodded. "Yes, but we have to keep that timber boss away from your father until I say the word."

"I'll see Swergin," Dona promised. "I'll be back to-night," she added.

"No hurry. Your father'll be fit as a river driver in a few days." The doctor went inside and closed the door.

Dona wandered down to the corral and watched Malloy rope and ride a wild horse. She waved her hand when he finally forced the snorting, pitching brute to give in to his will. Malloy grinned at her and turned the saddle horse over to one of the other men.

"Take him out and ride him. He's tame now," the corral boss ordered.

"I suppose you'd saddle the roan for me this morning?" Dona asked the question with a sparkle in her eyes.

Malloy nodded. Dona looked at her wrist watch. It was 11 o'clock. She would have time for a gallop down the canyon before Dudley returned. "All right—saddle him," she smiled.

Malloy slipped a saddle on the roan and brought him to the gate. "Better watch him, Ma'am. He's pretty fresh," the cowboy warned.

Dona smiled disdainfully and leaped into the saddle. The roan shook his head and went off as though he had not had several days in which to get back his temper. They headed down the canyon at a brisk gallop.

She had gone perhaps a half mile when she discovered a rider trailing her and halted to wait for the man. He came up with her and pulled his horse to a walk.

"What do you want?" she demanded.

"Swergin's orders, Miss. I'm to ride along with you whenever you leave camp." The man seemed to enjoy Dona's evident flash of temper at his words.

"You might as well ride back and unsaddle. I go where I please."

"Sorry, Miss, but you are not to ride up on the mountain. Down here is all right." The fellow was of a dull type and seemed to be enjoying his present errand. Dona noted that he was not much at home in the saddle. He would be easy to lose if she chose.

Taking a different tack, she smiled. "Orders are orders. I suppose we'll both have to mind the big boss."

The man grinned, displaying broken front teeth. "Swergin runs things up here," he admitted.

"How long have you worked for him?" Dona asked by way of making talk.

"I was with Swergin before he came on this job," the man explained. "Him and me's been pals."

Dona smiled, more to herself than to the rider. "How far is it to Blind River?" she asked suddenly.

It would be great sport to give Swergin the slip and ride over the range.

"A good two hour ride," the man answered.

The answer set Dona thinking. She wished she could ride over the range just to show the big boss.

She wanted to ask about Stanley Black, too. For several days she had been toying with the idea that he would be the man to settle with Ball. She knew he was in the country and suspected that the boys at the Blind River ranch would know where to find him.

A glance at her watch told her that she was half an hour late for her meeting with Dudley. She turned the roan and cantered back toward camp. Her escort followed at a jolting lope. He looked uncomfortable astride his horse, as though he would rather have kept the animal at a walk.

Dudley had not returned when Dona arrived so she did not have the roan unsaddled.

She ate dinner and sat for half an hour with her father but still Dudley did not return. Finally she arose and walked down to the corral. She was highly displeased.

She was highly displeased with Dudley and determined to teach him a lesson. Malloy was sitting in the shade, smoking a cigarette.

Mr. Winters asks for me when he comes tell him I'll be back some time this afternoon."

Malloy nodded and went on smoking.

Dona mounted the roan and rode down the hill. Out of the corner of her eye she could see her escort of the morning riding after her. She kept a slow pace and he soon overtook her. It was apparent that he intended to ride along as a companion.

"It will be great fun to ride down through the canyon," Dona greeted him with a smile.

"Yeah. There ain't no use of riding up on that mountain," the man agreed.

Dona pulled up her horse sharply and a vexed pout came to her lips. "Oh, I forgot my camera! I wonder if you'd ride back and ask Malloy for it? I'll wait here."

The escort grinned widely. "Sure, Miss." He turned his horse around, by jerking on one rein, and trotted back up the slope.

Dona watched until he was almost at the corral. Then she touched the roan with her spurs and galloped around the hill. As soon as she was out of sight she doubled back and headed for the timbered slopes of Folly Mountain. A smile parted her soft lips as she thought of her bodyguard searching miles down the canyon for her. Several minutes later she saw him galloping down the slope in mad haste. He disappeared into the canyon and Dona headed the roan for the place where the Blind River trail cut across the ridge.

Dudley was completely forgotten. At first she had been angry with him for not returning and eager to teach him a lesson. Now as she moved up the steep trail she forgot everything except the beauty of the scene.

Her plans were vague, but as she pushed on they began to take shape. She had to admit that the scheme was a wild one and not likely to bear fruit. Still it might work out. At any rate, it would teach Dudley a lesson.

An hour's climb brought her to the saddle in the ridge. True to cowboy country trails, the Blind River trail wound across the mountains at the lowest point on the watershed. At her back lay the cuttings of the Delo Timber Company, while below her and ahead lay a great forest of virgin timber. Dona halted and gazed down over the dark green of the spruce and pine.

Those giant trees were responsible for the trouble in which she found herself. For them the timber cutters had invaded the ancient range of the cow men. Slopes had been denuded and left to erode. Dona realized as she sat there just what cutting meant to these men who had lived in the open and had known the forests all their lives. Then she remembered the ruthless manner in which the chosen scout of those cow men was acting and her lips tightened.

"They think they can run us out," she whispered to the roan. "But it takes more than one lone gunman to do that. I'll see that Dad cuts over this slope if I have to order it done myself!"

With a touch of her spurs she headed down into the timber. She would ride to the Blind River headquarters and ask for Stanley Black. If she found him she would try to enlist his aid. She did not allow any other reason for wanting to see him to enter her thoughts. Stanley

MOONLIGHT, a picturesque mountain camp, a pretty girl and a dashing cowboy. With such romantic elements of course there's a love story in "Call of the West" by R. G. Montgomery. There's adventure and excitement too in this thrilling new serial.

Black had helped her once and he would likely do it again, she told herself.

A hasty glance at her watch told her that Dudley would be amply punished for being late. He would have to put off going to Sam Dean's

till the next day.

Something seemed to tell her that she would find her cowboy, but she did not dream for a moment under what circumstances it would be, or how soon.

(To be continued).

Chivers'
Jellies

Everybody likes this delicious Fruit Juice Flavour

Agents:

JARDINE
MATHESON & CO., LTD.A SAFE
REMEDY

For more than 60 years CASTORIA has proved a safe, effective and harmless remedy for constipation. It is a pleasant tasting vegetable preparation, easy to take.

CASTORIA is particularly effective in regulating children's sensitive bowels.

Buy a bottle today.

USE
CASTORIA

EVERLASTING

ENJOYMENT

Hand woven articles made of pure wool. Deep pile lovely colour, patterns.

CARPETS

& RUGS

All Sizes and Shapes to be charged at

Wholesale Price.

PEKING ART RUG
COMPANY

32, Nathan Road,
Kowloon.



ONLY 4 DAYS MORE

ON ACCOUNT OF THE REMOVAL OF THE JADE TREE, LTD.
FROM THE GLOUCESTER BUILDING.

FAMOUS "JADE TREE" RUGS

At Less Than Peking Cost Prices!

	Regular Price.	Sale Price.
9 by 12 Embossed Rugs	\$345.60	\$270.00
9 by 12 Brocaded Rugs	324.00	243.00
8 by 10 Embossed Rugs	256.00	200.00
8 by 10 Brocaded Rugs	240.00	180.00

Three Piece Bedroom Sets:

Consisting of 1 rug 5' by 8' & 2 rugs 3' by 5 1/2'		
Emb.	233.60	182.50
do. Brocaded	219.00	164.25

Small rugs and odd shaped rugs priced in the same ratio.

ALL GUARANTEED RUGS: 90 LINE, BEST QUALITY LIVE WOOL.

ALL OUR
BEAUTIFUL RED LACQUER
AT EXACTLY HALF PRICE
TO CLEAR.

FOR FOUR DAYS ONLY

After which time we will be at home to our friends and patrons in our new spacious quarters

No. 21, Hankow Road, Kowloon.

YANGTSE RIVER JUNKS

In all their marvellous colourings.

SMALL EDITIONS

Of these to delight the Heart of the small boy at Christmas.

ALL AT COST OR LESS!

Lots of New Goods just in for the Christmas Trade—all at surprisingly low prices.

Every Lamp and Shade in the Store to be sacrificed at HALF—and less than half marked prices.

"ANCHOR"

FINEST



CHOICEST

NEW ZEALAND BUTTER
"THE WORLD'S BEST"

Delivered to any Address in the Colony by

LANE, CRAWFORD, LTD.

or

From All Compradores.

TO-DAY'S WANTS.

25 Wines \$1.50
(18.00 if Not Prepaid.)
The following replies have been received:—
890, 836, 944, 945, 971, 992, 998, 12, 14.

POSITIONS VACANT.

HOUSEKEEPER WANTED for small hotel in Kowloon. One with experience preferred. State nationality, and salary required to Box No. 14, "Hongkong Telegraph."

LOST.

LOST on Peak. Puppy aged eight months. Dog, black with white spot on chest, short tail. Finder please communicate 208 Peak, Tel. 20101.

TO BE SOLD

55 The Peak, lately occupied by Dr. Harston and adjoining the Peak Hospital. Unfurnished. Convenient, comfortable and cool. Six rooms and dressing room. Four bathrooms, hot and cold water. Modern sanitation. Gas and Electric Light. Use of Tennis Court. Suitable for a Mess of five, or could be easily divided to suit two couples. Close to Train Station and Motor Road. Apply: THE HONGKONG REALTY AND TRUST COMPANY, LIMITED, Exchange Building.

FOR SALE

FOR SALE—MORRIS MINOR Car, 1929 model. New tyres, new hood. Perfect running order. Write: Box No. 13, "Hongkong Telegraph."

FOR SALE—"MAJESTIC" Radio phonograph, de luxe cabinet splendid reception, marvellous music out of records, fitted with motor, automatic stopper etc. \$400. Owner leaving. Write Box No. 12, "Hongkong Telegraph."

FOR SALE—Lighter. Hardwood. Capacity 200 tons. Length 80 ft, beam 20 ft, draught 11 ft, draft loaded 8 ft. Apply to G.P.O. Box No. 86.

TO LET

Shops on Ground Floor. St. George's Building. Apply to Messrs. Lowe, Bingham & Matthews, Mercantile Bank Building.

TO LET—Furnished FLAT, at Pokfulam. Three rooms, large enclosed verandah, two bathrooms, refrigerator, garage, modern conveniences, suitable for married couple or two bachelors. Write Box No. 9, "Hongkong Telegraph."

FOR RENT—Two Marine Lots, Laihekok Bay. Area 50,000 and 180,000 sq. ft. Water frontage on both lots. Apply to G.P.O. Box No. 86.

FOR RENT—At North Point. godown 63 ft x 150 ft x 12 ft. Apply to G.P.O. Box No. 86.

APARTMENTS

AIRLE HOTEL—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57857.

MASSAGE
Mr. & Mrs. Y. MORI
Holder of Japanese Government
Cure Sprained Ankle & Wrist
LICENSE
4, Wyndham Street, (1st Floor)
Telephone 26051.
Hongkong.

NEW BRUNSWICK & MELOTONE RECORDS.

6350 (We Just Couldn't
(I'll Never Be.
6353 (In a Shanty,
(Lady I Love.
6361 (Moonlight,
(While We Danced.
6363 (I Guess I'll Have to,
(As Long as Love.
12453 (As You Desire,
(We Were Only Walking.
12454 (Goodbye to Love,
(Sheltered by the Stars.
12455 (I'm Yours For To-night,
(Don't Tell a Soul.
12465 (Love Me to Night,
(You're Blame.

TSANG FOOK PIANO COMPANY

At a moderate charge
The use of a
MORRISON PIANO
PROVIDED.

NEW ADVERTISEMENTS.

THE CHINA LIGHT & POWER CO.
(1918) LTD.

Notice is hereby given that on 14th and 15th November, the supply of electricity to the area Northwest of Nan Chang Street, bounded by Castle Peak Road and the sea and extending to but not including Cheung Shi Wan, will be interrupted between the hours of 7 a.m. and 5 p.m.

YAUMATI THEATRE

Waterloo Road, Kowloon.

Commencing TO-DAY.
The BLACK VENUS
JOSEPHINE BAKER
in "PAPITOU"
The Siren of the Tropics.

"Decarbo" AUTOMATIC DECARBONISER

DECARBONISES YOUR CAR AS YOU DRIVE.
SAVES 10% TO 20% IN PETROL CONSUMPTION.



Obtainable from
DODWELL & CO., LTD., Hongkong.
THE DURO GARAGE, Kowloon.
GILMAN & CO., LTD., Hongkong.
WALLACE HARPER & CO., LTD., Hongkong & Kowloon.
UNION MOTOR SUPPLY CO., Hongkong.
PO YIK HONG, 162, Sha Ki Road, Canton.
Sole Distributors:—**H. CONNELL & CO., LTD.**
4th floor, China Building.

SHIRTS

OF
MESSRS. TOYO MURAKAMI SHANGHAI.

Are on Stock now, also samples of
SILK BROADCLOTH, COTTON CREPE, ZEPHYR, OXFORD
from which orders will be taken
at
MESSRS. KOMOR & KOMOR
ART & CURIO EXPERTS
York Building, Hongkong. Chater Road.

Bert Bob and Dorothy Back With Brand New Laugh!

BERT WHEELER
ROBT WOOLSEY



WITH
DOROTHY LEE

CRACKED NUTS

Forer! Food Boys Have a Revolution
Dodging Dances and Pulling As
Loney Rejoins In Their Duckoo
Kingdom.....

Star Cast of Assorted Nuts

Including
EDNA MAY OLIVER

STANLEY FIELDS

Directed by

EDWARD CLIVE

A RKO RADIO production.

QUEEN'S TO-MORROW

CHURCH NOTICES

Peace Sunday Services

ST. ANDREW'S CHURCH.

The following are the forthcoming services, etc. at St. Andrew's Church, Kowloon.
8.15 a.m. Holy Communion.
10 a.m. Young People's Service and Primary Sunday School.
11 a.m. Morning Prayer and Sermon. Preacher, The Vicar.
6 p.m. Evening Prayer and Sermon. Preacher, Rev. J. Lewis Bryan S.C.F.

At the request of the Hongkong League of Nations Society, Sunday, November 13, is being observed as Peace Sunday.
All members of the Society are requested to observe the day by being present at one or more of the services at the Church to which they belong.
Collections at Morning and Evening Services will be devoted to Earl Haig's Fund.

WESLEYAN CHURCH (Wanchai).

The following are the forthcoming services, etc. at the Wesleyan Methodist Church, Wanchai, (opposite Royal Navy Hospital, Queen's Road East).
Sunday November 13.
Morning Service 10.15 a.m.
Evening Service 6 p.m. (Subject: The Things that belong to our Peace).

Preacher for both services: Rev. Ernie C. H. Tribbeck.
Morning Soloist: Mrs. G. F. Mathison. "There is no death" (O'Hara).
Evening Soloist: Mrs. W. S. Ball. "The Friend of Friends" (Shenton).
Sunday School will meet at the Church at 3 p.m.
Friday—6 p.m. Choir Practice in the Church.
Friday—8 p.m. Prayer Meeting in the Church.
At the Sailors' and Soldiers' Home. Sunday (13th). 8.15 p.m.—Christian Social Hour conducted by Rev. Frank Short.
Subject: "Peace and the League."
Monday, (14th). 8.30 p.m.—Ladies Church Aid Society meet. 8 p.m.—Dance arranged for Members of the Services.
Tuesday, (15th). 8.30 p.m.—House Committee Meet. 8 p.m.—Fellowship Meeting. Speaker: The Padre.
Wednesday, (16th). 8 p.m.—Lecture. "War minus Martial Glory."—Lecturer Mr. M. F. Key.
Thursday (17th)—Badminton Club Meet.
Sailors' and Soldiers' Home: Assembly Hall.—A dance, Monday, November 14th, 1932, from 8 p.m. until 10.30 p.m. Music by Mr. G. W. True's Choro Band. Admission \$1.00 (Ladies by invitation).

UNION CHURCH.

The following are the forthcoming services, etc. at the Union Church, Kennedy Road.
Sunday, November 13.
Sunday School, Kennedy Road, 9.30 a.m.; Talk 2.45 p.m.
Morning Service 10.30 a.m.
Evening Service 6 p.m.

FIRST CHURCH OF CHRIST, SCIENTIST.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service 11.15 a.m. Subject: "Mortals and Immortals." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 6 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

CONSIGNEES' NOTICE.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship,

"KATORI MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 10th November, 1932, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period. For the examination of damaged dutiable goods, the consignees must arrange for a Revenue Officer to be present.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA.
Hongkong, 12th November, 1932.

Preacher at both Services.

The Rev. E. G. Powell.
The Communion of the Lord's Supper will be observed at the close of the Evening Service.

The usual Social Hour will be held in the Church Hall.

Church Choir Practice.—Every Tuesday at 5.30 p.m.

Every Tuesday at 7.30 p.m.—Devotional Meeting of the Soldiers' and Sailors' Christian Association. All services most heartily welcomed.

Cambrian Male Voice Choir.—A Choir Practice will be held in the Church Hall at 6 p.m. on Wednesday, November 16.

Thursday, Nov. 17.—Meeting of the Deacons' Court in the Church Hall at 5.15 p.m.

SEVENTH-DAY ADVENTIST CHAPEL.

Seventh-day Adventist Chapel, 20, Ice House Street.

Saturday, 2 p.m. Preaching.

Sunday, 8 p.m. Sabbath School.

Sunday, 6 p.m. Evangelistic Preaching.

Wednesday, 8 p.m. Prayer Meeting.

A cordial invitation is extended to all to attend these services.

POST OFFICE NOTICE

Christmas Letter Mail for Great Britain via Suez.
The Christmas Letter Mail for Great Britain via Suez will be closed in the General Post Office on the 10th November per a.s. Corfu as follows:
Registered Mail 9.45 a.m., 10th November.
Ordinary Mail 10.30 a.m., 10th November.
This mail is due in London on the 18th December.
Christmas and New Year cards bearing not more than five written words and enclosed in open envelopes are accepted by the Post Office at the rate for printed matter i.e. 4 cents per 2 ounces.
Envelopes must not be closed.

CHRISTMAS & NEW YEAR PARCEL MAILS FOR GREAT BRITAIN.

Christmas and New Year Parcel Mails for Great Britain will be closed in the General Post Office at the time given and despatched by the following steamer:

Steamer	Date of Closing	Date Due at London
Corfu	5 p.m., 18th November	23rd December

VIA SIBERIA ROUTE.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superinscribed.
SAIGON-MARSEILLES AIR MAIL SERVICES.
Letters will be accepted for transmission by the above-mentioned air mail service to the destinations specified. Registered letters may be sent by this service but not insured letters.
The rate charged will be the regular postage rate plus the special air mail premium as indicated in the following table:

Destination	Charge Rate per 1/2 ounce
Saigon-Marseilles Air Mail Service.	
Bam (Bangkok)	\$ 0.15
Burma (Rangoon)	0.25
India (Calcutta)	0.35
Persia (Tehran)	0.75
Persia (Bushire)	0.85
Irak (Bagdad)	0.95
Palestine (Beirut)	1.05
Greece (Athens)	1.20
Italy (Naples)	1.35
France (Marseilles)	1.55
Great Britain & Irish Free State (London) ..	1.85
Europe, other countries (Marseilles for onward transmission by rail)	1.85

The air mail for each country will be landed at the place named in track.

THE AIR MAIL SERVICE from SAIGON to EUROPE is weekly. The HONGKONG-SAIGON connection will be maintained by the regular fortnightly sailing of the FRENCH mail steamers and on alternate weeks by any available steamers that can make the connection at SAIGON. Letters for this route should be marked "Saigon-Marseilles Air Service" and handed in at the G.P.O. or Kowloon Post Office.

INWARD MAILS.

From	Per	Due
Amoy	Santhia	November 12.
Shanghai and Swatow	Sinkiang	November 12.
Europe via Negapatnam (Papers only) London, 18th October	Katori Maru	November 12.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B.C., 22nd October)	Emp. of Canada	November 12.
London Parcels only. London, 6th October	Sarpedon	November 12.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 14th October)	Pres. Harrison	November 12.
Straits	Katori Maru	November 12.
Manila	Taiyo Maru	November 13.
Japan	Taiwan Maru	November 14.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 21st October)	Pres. McKinley	November 14.
Calcutta and Straits	Sridhana	November 14.
Calcutta and Straits	Hosang	November 16.
Australia and Manila	Atsuta Maru	November 17.
Japan and Shanghai	Corfu	November 18.
Japan	Bokuyo Maru	November 19.
Japan and Shanghai	Africa Maru	November 21.
Shanghai	General Metzinger	November 22.
Saloon	Aeneas	November 22.
Saloon	Aramis	November 23.

OUTWARD MAILS.

For	Per	Date and Time.
Swatow and Amoy	Hong Peng	Sat., Nov. 12, 1 p.m.
Haliphong	Canton	Sat., Nov. 12, 2.30 p.m.
Shanghai and Japan	Katori Maru	Sat., Nov. 12, 8.30 p.m.
Manila	Empress of Canada	Sat., Nov. 12, 8.30 p.m.
Swatow and Wuchow	Kong So	Sat., Nov. 12, 4 p.m.
Swatow	Kwaiyang	Sat., Nov. 12, 5 p.m.
Amoy	Anhui	Sat., Nov. 12, 5 p.m.
Manila	Pres. Harrison	Sat., Nov. 12, 5 p.m.
Straits and Calcutta	Santhia	Sun., Nov. 13, 1 p.m.
Amoy	Anhui	Sun., Nov. 13, 9 a.m.
Swatow and Bangkok	Hiram	Sun., Nov. 13, 9 a.m.

Monday.
Bangkok via Swatow

Kaying

Hydrangas

Shanghai, Japan, Honolulu, U.S. Taiyo Maru

A. "Canada, P.C. and S. America

and "Europe via San Francisco

(Due San Francisco, 9th December).

Tuesday.
Manila, Makassar and Sourabaya

Tjibadak

Straits and Calcutta

Parcels

Letters

Swatow, Amoy and Foochow

Pres. McKinley

Tues., Nov. 15, 4.30 p.m.

Swatow

Sandviken

Tues., Nov. 15, 5 p.m.

Thursday.
Amoy and Formosa via Swatow

Dell Maru Thurs., Nov. 17, 8.30 a.m.

Friday.
Japan

Atsuta Maru Fri., Nov. 18, 9.30 a.m.

Shanghai, Japan, Honolulu, Canada, Emp. of Canada

U.S.A., Central and South America,

Parcels

Letters

and "Europe via Vancouver

B.C. and Siberia

(Due Vancouver B.C., 6th Dec.)

Manila, Australia and New Zealand Telping

via Thursday Island

Registration Nov. 18, 9.45 a.m.

(Due Thursday Island, 29th Nov.)

Letters

Swatow, Amoy and Foochow

Hatching

Fri., Nov. 18, 1 p.m.

Saturday.
Straits, Ceylon, India, Mauritius, E. Corfu

Sat., Nov. 19,

and S. Africa, Aden, Egypt and Europe via Marseilles

(Due Marseilles, 16th December).

K.P.O.

Parcels

Registration Nov. 19, 9.45 a.m.

Letters

Nov. 19, 10.30 a.m.

Tuesday.
Letters for "Saigon-Marseilles General Metzinger

Tues., Nov. 22.

Air Mail Service

R. P. O.

Reg. Nov. 22, Noon.

Letters

Nov. 22, Noon.

G. P. O.

Reg. Nov. 22, 12.30 p.m.

Letters

Nov. 22, 1 p.m.

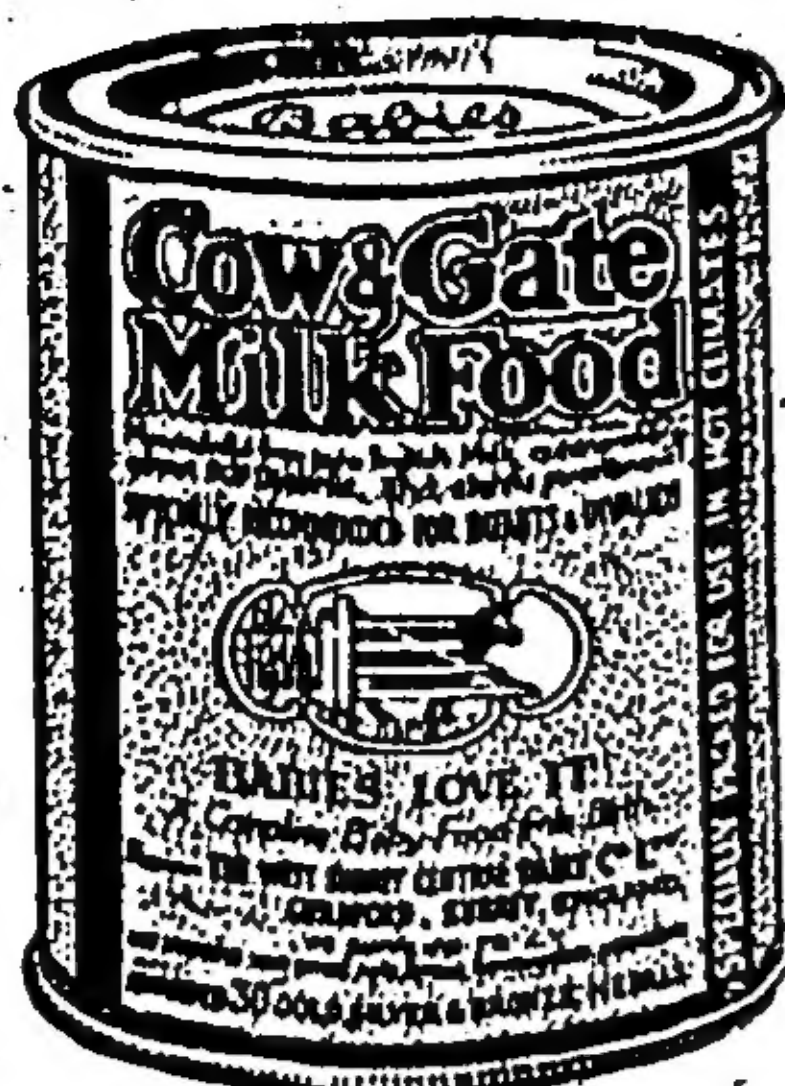
*Superscriptions Correspondence only.

OFF FOR MYSORE.

Conte Grande.
The New York Times says that Mr. Walker's destination is India where he will be the guest of the Maharaja of Mysore with whom he crossed the Atlantic on his last voyage. Ex-Mayor "Jimmy" Walker has sailed for Europe aboard the a.s. last month.—Reuter.

"THE BEST"

—AND YOUR
BABY
IS ENTITLED
TO IT.



Sole Agents:

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.
Established 1841.

SOMETHING NEW!**SYMPHONY RADIO.**

SHORT & LONG WAVE.

10 VALVE CONSOLE MODEL.

2	246	Tubes
1	262	"
4	258	"
2	256	"
1	Wunderlich	"

15 to 550 Meters.

12" MAGNAVOX LOUD SPEAKER.

EASY TO OPERATE.

TERMINALS FOR PICK-UP.

SEE WINDOW DISPLAY.

S. MOUTRIE & CO., LTD.

Chater Road.

CHILDREN'S COSY**Dressing Gowns**

(Ages 3 to 15 years).

With felt slippers,
or Fur Trimmed
Kid Moccasins.
Just the
thing for this
weather.

**LANE, CRAWFORD, LTD.**

Children's Dept.



1 1/2-TON 157" WHEELBASE MODELS



1 1/2-TON CHASSIS
(157" Wheelbase)

FEATURES

Six-cylinder valve-in-head truck engine.
Heavy duty four-speed transmission with six-bolt Standard S.A.E. power take-off opening.
Powerful internal expanding weatherproof brakes.
Extra heavy truck frame: 213 9/16" long, 7" deep and 2 3/4" flanges.
Rugged rear axle equipped with inspection plate.
Special 10" truck type clutch.
Four semi-elliptic springs parallel to the frame.
Dual rear wheels standard: 30 x 5, 6-ply truck-type tires.
Optional single rear tires are 32 x 6, 10-ply heavy duty at no extra cost.
All wheels are interchangeable, front and rear.
Twelve-foot load space back of cab.
Available in numerous attractive colours.

PRICE—1 1/2-ton Chassis.
Delivered Licensed and Duty Paid H.K. \$3,475.

THE HONGKONG HOTEL GARAGE

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
Stubbs Road, Happy Valley

ACKNOWLEDGMENT.

Mr. and Mrs. P. T. Rozario tender their heartfelt thanks to relatives and friends for their kind expressions of sympathy in their recent bereavement also for floral tributes sent and attendance at the funeral.

The Hongkong Telegraph

SATURDAY, NOVEMBER 12, 1932.

THE SILENCE OF CHINA'S STATESMEN

Perhaps the most significant feature of Chinese politics at the moment is the absence of an authoritative voice in the nation. Even as regards the outside world the Chinese Government has no outstanding spokesman and this is still more the case within the country. China has known how to address the nations, whether from Geneva in recent years, or earlier at the Conference of Versailles or at that of Washington. In those days the pronouncements of, in particular, Dr. C. T. Wang, Dr. W. W. Yen, Dr. Alfred Sze and others carried weight in spite of the divided state of the country which they represented. It was recognised both within China and without that whatever might be its factions within it spoke as with one voice without. Even Mr. Eugene Chen had his day, when the thunder of his challenge to the might of Britain concealed the deepening rift in his own ranks, the signal insecurity of his own position, and the colossal bluff which he was practising. His name went down to history in the Chen-O'Malley Agreement for the handing over of the Hankow Concession. It was indeed the same Mr. Eugene Chen who himself smashed the unity of China's front towards the world when he undertook to run a rival foreign policy to that of Nanking for the recalcitrant Canton Government last year. Since then, and particularly since the student attack upon Dr. C. T. Wang, China has had no voice within the country to speak with authority and her able representatives abroad have found their words less and less of weight in the councils of the nations.

It might, however, be held that the present silence of Chinese statesmen towards the outside world, and their comparatively mild pronouncements on current developments, are due to a well-considered policy. It might be said that, having placed their case before the League, they are determined to leave it to the League to issue, that they have been waiting for the Lytton Report, and that now it is published they will await the discussion upon it, knowing that it is sufficiently favourable towards China for them to gain most by leaving it to make its own impression. We do not know how far this may be the case. Certainly the strictures which the Kuomintang insists on making upon the Report, and the attitude of the South-Western Council need not be taken too seriously at the moment, and have not yet found a real echo in government circles. We cannot, in spite of the policy of silence in this respect, rid ourselves of the conviction that something is lacking, at any rate from the Western point of view, in the Government pronouncements.

As we have said, however, this silence is much more marked as regards pronouncements to the nation. Should we not naturally expect some ringing call to the people in this crisis of its history, a call either to patience until the matter is thrashed out at Geneva, or alternatively a call to a national resistance to aggression? Instead of that we have the practical dissolution of the Government. Some leaders function in Loyang, some are scattered abroad, while the Chief Executive is on what seems a singularly aimless tour of Hunan, and to the bewilderment of those who remember that he is a convert to the Christian faith, sacrifices to the spirit of the Southern Mountain.

In all this strange restraint and reticence where, to the Western mind, action and ringing words are called for, we seem to detect something characteristic of the essential Chinese culture. The lamentable division which makes it necessary may be a sign of weakness. But does not the very division at the moment spring from a profound sense in those best able to judge, and especially in the mind of the Chief Executive, of the impotence of China at the present time? And is not the resultant silence in that case really a sign of deep reserves of strength? Are not the leaders of China suppressing their expression of opinion, and withholding their call to the people, in a proud determination to await the moment, be it soon or long delayed, when they will be able to act as well as speak? Are they not calling upon their rich cultural reserves of strength?

From the time when Confucius met the cynical recluses who having found no opening for their abilities had retired from the world of affairs, there has been a deep-seated tradition of bowing for the time being to the inevitable, reserving protest and action until they can be effective. We have seen this attitude markedly in the nation during the successive agitations carried through by the Kuomintang. Opposition is rarely vocal. But there has remained a deep-seated resentment of many phases of the movement, accompanied by the flexible bowing to the momentarily inevitable and a large capacity for mute resistance to change and for a waiting the swing of the pendulum which must come. The Western observer finds the attitude unheroic. But it has a strength of its own, and when the moment strikes the suppressed forces surge upwards with extraordinary strength and persistence. Exasperation at the ineptitude of colleagues within the nation, a sense of impotence as regards difficulties without, impose silence in headquarters. It is not impossible, however, that in that alliance constructive forces are at work, and will become manifest when the moment arrives.

DAY BY DAY

THE GOAL OF YESTERDAY WILL BE THE STARTING-POINT OF TO-MORROW.—Carlyle.

Mr. H. K. Holmes, C.B.E., resumed duty as Crown Solicitor, on the 3rd inst.

It is notified that the name of Graber, Patard and Company, Limited, has been struck off the Register.

In the bankruptcy of A. Kwai and Co., of 18-19, Connaught Road Central, a fourth and final dividend of 11 per cent, is intended to be declared.

A bankruptcy notification states that a first and final dividend of 49.50 per cent has been declared in the case of Wat Chin-yu, of 288, Queen's Road West.

The King's Exequatur empowering Messrs. Cecil B. Lyon and J. Ernest Black to act as Vice-Consuls for the United States of America in Hongkong has received His Majesty's signature.

It is notified for general information that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 21st November, at 10 o'clock in the forenoon.

Amongst the passengers who arrived by the Empress of Russia this morning were Mr. and Mrs. T. E. Pearce and their son, Sir Elly Kadoorie, Mr. L. Kadoorie, Mr. E. Stone, Mr. P. A. Cox, and Mr. R. Vaughan-Powell.

A qualifying examination for appointments of Probationary Clerks in Government Service will be held in Queen's College Hall on Monday, 13th January, 1933, at 9.00 a.m. when all candidates will be examined in English dictation, and on Thursday, 12th January, 1933, when only those who have passed in dictation will be examined in arithmetic, composition, general knowledge, translation from English to Chinese and from Chinese to English. Intending candidates must forward to the Assistant Colonial Secretary on or before Thursday, 29th December, a copy of certificate as to character and education from the Headmaster of their last school together with one unmounted photograph on the back of which should be written their name, address and date of birth.

SUGAR MARKET**THE LATEST CABLED QUOTATIONS**

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

London Terminals.
March 1933 6 1/4 6 1/2 no change.
May 1933 6 3/4 6 4 no change.
August 1933 6 6 6 7 no change.
December 1933 6 9 6 9 1/2 no change.
Buyers at above prices, sellers asking 1/4-1/2d. more.

New York Terminals.
December 1932 1.07 1.07 up 3 pts.
March 1933 1.00 .98 up 4 pts.
May 1933 1.06 1.03 up 4 pts.
July 1933 1.09 1.07 up 3 pts.
Cuban 96 Spot N.Y. 1.10 1.10 no change.
New York (10/11/32).—Market advanced on report of damage to Cuban Sugar Crop from hurricane.

Bulls and Inners

From the Office Butts

Talking among prisoners is to be permitted in Victoria Gaol. I'll be in long or short sentences according to the length of their stay.

She was only a banker's daughter, but oh! how she attracted interest!

Blue is now becoming popular as a colour for motorcars. One thing, it matches the pedestrians' language.

According to a contemporary, Mr. Roosevelt has led the forces of the Republican party to its first presidential victory in more than a decade. We had a hazy idea that the Democrats won.

"Make money at home," says an advertisement. If you do you'll probably be charged with counterfeiting.

A ghost in the form of an immaculately dressed young man is said to haunt an old English mansion. A dapperition?

That picture which a contemporary published a few days ago makes the Governor-General of the Philippines his own father!

"The Perfect Secretary Talks," says headline. She doesn't.

Football critics don't agree on the composition of the Interport team. How strange!

A Birmingham firm offers a prize for the best slogan advertising a new mouse-trap. What about "Make it Snappy!"

Judging from the argument we overheard at the entrance to the Peak Hotel, between a potential customer and a curio dealer, we should say that gentlemen prefer bronze!

The Prize Error:—Report of a wedding ceremony: "The old face worn by the bride was the gift of her grandmother!"

Listening to recent naval salutes gave birth to the thought that the big guns in our local offices are the least likely to be fired.

Leopard skins are said to be very popular this year. Especially amongst the leopards.

The trouble about putting one's shoulder to the wheel these days is that it is somewhat difficult to find the wheel!

The Democrats certainly put it over Hoover!

New Definition:—A diplomat is a person who gets what he wants by making it appear that there's nothing he desires less.

Some husbands get more kicks out of bridge when they sit opposite their wives.

One thing about the pickpocket, he believes in having a hand in everything.

A Kowloon lady complains that her husband often swears at her and bangs on the piano. Words and Music!

"There's a great deal of enjoyment to be got out of a garden," says an enthusiast. And very often none in it.

Some men are very critical of their wives' dresses. On the other hand, they usually make allowances for them.



"Why, Donald, it must be nearly ten years since I last met you."

"Aye, Sandy, 'tis a mighty long time. We must celebrate."

"Aye, let's. But ye'll remember, Donald, I paid the last time."

"People who are constantly singing are rarely ill," we read. Suppose there's a limit to what even germs can stand.

An American drinking don is said to be haunted. A kind of spoonkies!

Why doesn't ZBW get some of our auctioneers to broadcast bid-time stories?

It has been stated at Home that the dryer and hotter air of last summer considerably enhanced the quality of hay crops. Unfortunately hay is not a stable industry in Hongkong, otherwise the Legislative Council Chamber would make an ideal storage place.

Experiments are being made with rods of glass. Should make motorists stop and reflect.

"Why do some people consider it necessary for children to eat so much when they are travelling?" asks a writer in a London newspaper. Probably because they are hungry.

Long artificial eyelashes, are decidedly popular, according to a writer of beauty hints. We think the idea a blinking silly one!

The same authority asserts that the alighting craze has finished. Suppose girls are now in for a swell time!

We'll soon be on the Gold standard in Hongkong.

We couldn't help overhearing the prize paradox on the Peak tram the other evening. A bald-headed gentleman referred to a local air film as "positively hair-raising!"

The main cause of noises on the radio are faulty batteries, punctured condensers, loose connections, and screeching sopranos.

Soviet political circles are expectant following the American elections. So-be-it.

The anti-Prohibitionists will introduce a Bill at the December Congressional meeting to permit the sale of beer for Christmas. That's the Yuletide spirit they talk about.

The difference between a Scotman and a cocoanut is that you can get a drink out of a cocoanut.

Major-General Sandilands has left for Shanghai on a tour of inspection. The G.O., Sec?

Edward Kelly is the meanest man on earth. He hasn't given his wife a single thing to argue about for the last ten years.

A profit has honour in any country these days!



"If you can smoke expensive cigars, why can't I have a new coat?"

**The
NEW
SUPER-MODERN
SPARTONS**

Authorized Dealers:—
Distributors:—HONGKONG HOTEL GARAGE

Hongkong Telegraph.

PICTORIAL SUPPLEMENT

SATURDAY, November 12th, 1932.

SILKS

EXQUISITE IN TEXTURE
MODERATE IN PRICE
AN EVER-CHANGING ARRAY

AT THE

BOMBAY SILK STORE
2—D'AGUILAR ST.—2



A chat with the Brownies by Girl Guide officers at the recent rally held at Government House. (Photo: Ming Yuen).



His Excellency the Officer Administering the Government inspecting the Bellilos Brownies, winners of the Totem, at the Government House rally. (Photo: Ming Yuen).



The Fairy Ring, at the Girl Guides' rally at Government House. (Photo: Ming Yuen).



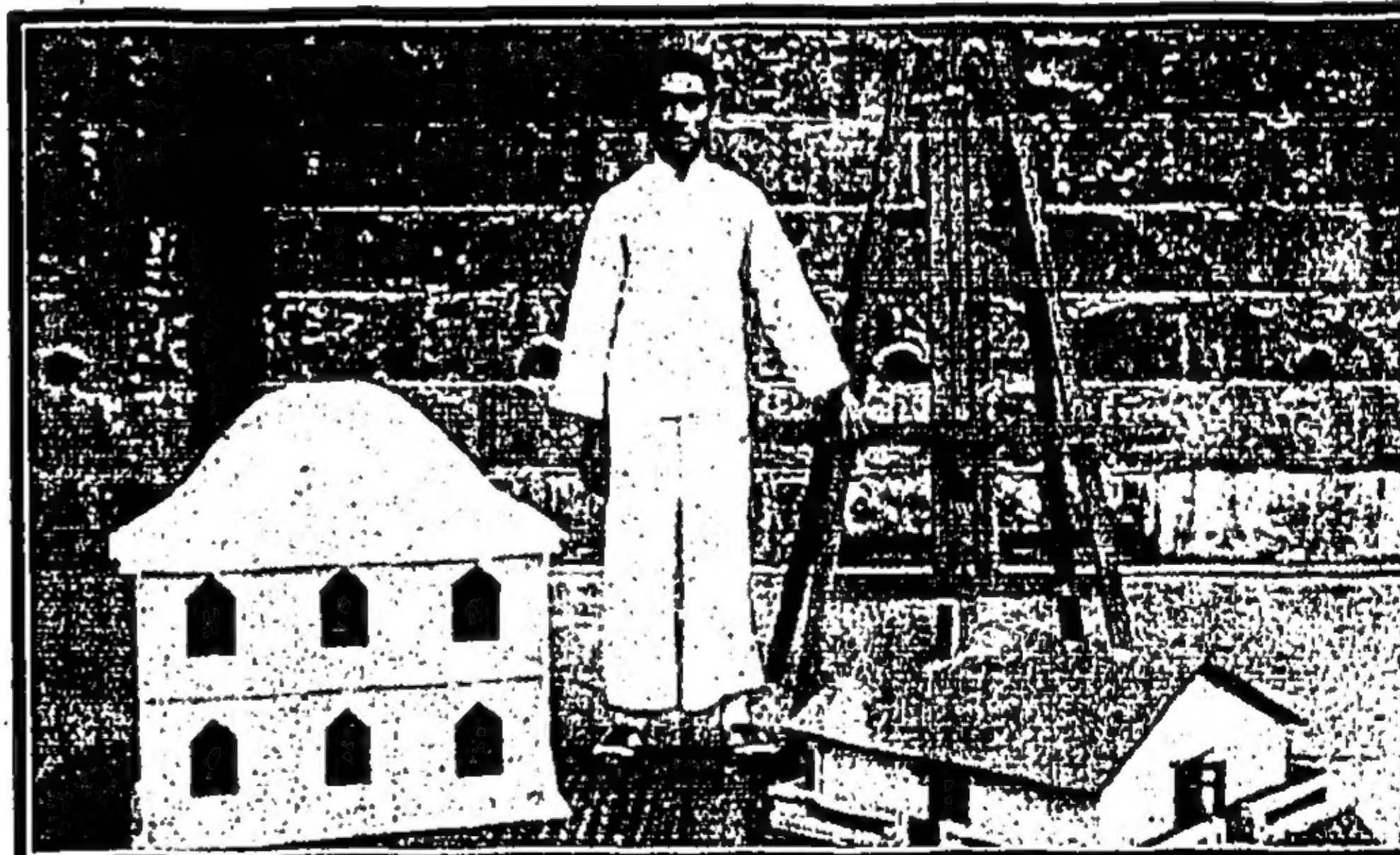
Group taken at the Gloucester Building at a reception given by Mr. Chan Lim-pak, Chairman of Tung Wah Hospital Committee, in honour of General Oong Chiao-yuan, who was Garrison Commander of the 19th Route Army at Woosung during the Sino-Japanese hostilities. (Photo: Yim Fong).



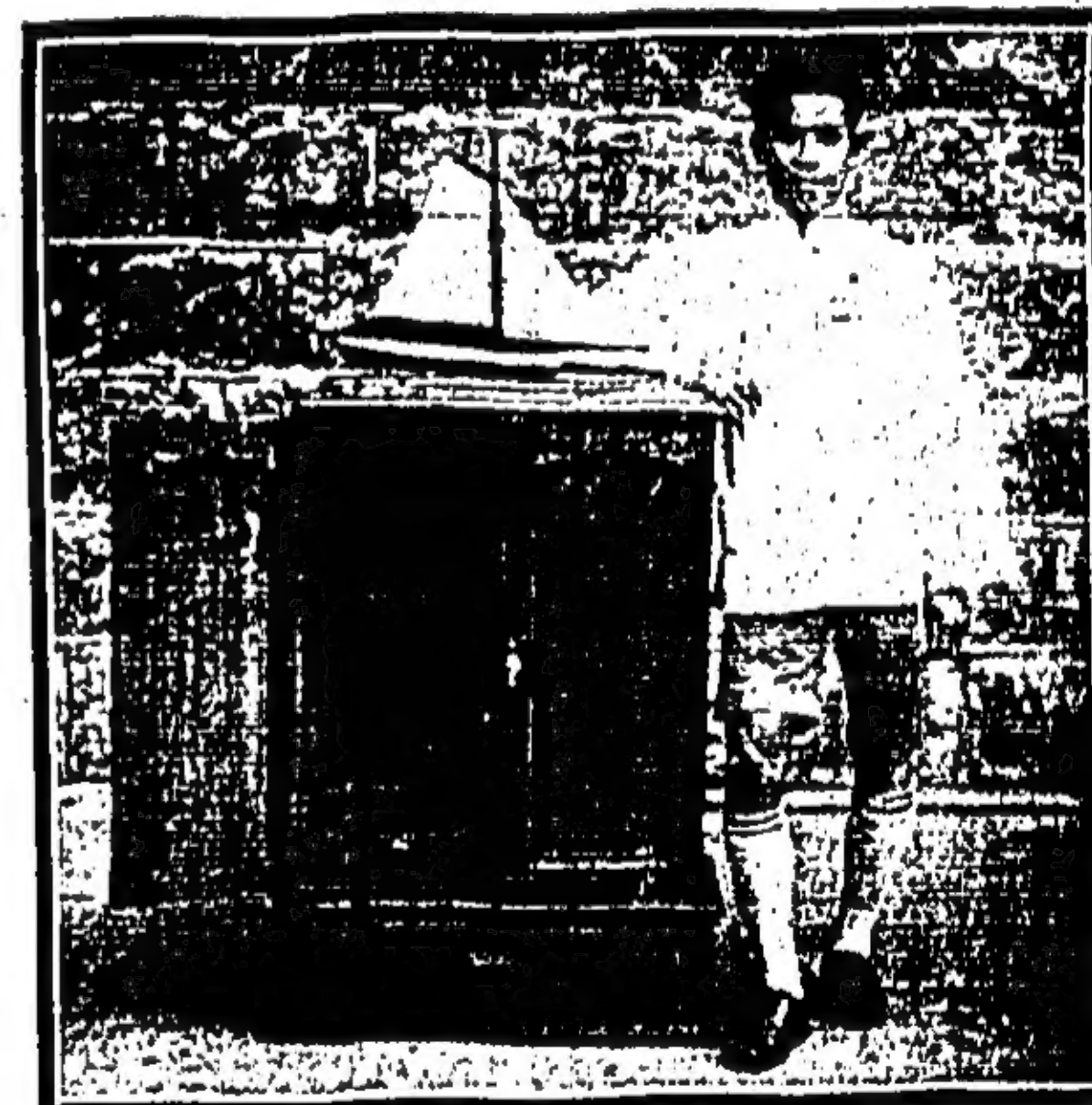
The senior carpentry class at King's College, which has made excellent progress in vocational training. Bro. Fino, the instructor, and Mr. Tang Kam-shing, assistant instructor, are seen in picture with students. (Photo: Yim Fong).



An interesting lawn bowls snapshot at Government House. H.E. the Officer Administering the Government is seen standing behind the second player from left. (Photo: Ming Yuen).



Chu Sheung-yu, of King's College junior carpentry class, with some of his work after only a year's training. (Photo: Yim Fong).



Lai Tse took, of King's College, with specimens of his excellent work in the carpentry class. (Photo: Yim Fong).



The Hongkong Ladies' Hockey Club team which defeated the Club de Recreio ladies at Soekunpoo after an evenly-contested match last Saturday. (Photo: Ming Yuen).



Photo shows the basketball team of the Chung Nam College, with the Handmaster (Mr. W. S. Chung, B.A.) seated in centre. (Photo: Yim Fong).



Bridal group taken at the wedding, at St. Joseph's Church, of Mr. L. P. van Calster and Miss Margot von Ziegler. (Photo: Ming Yuen).



Outdoor Sports illustrated
by well-known artists
Rugby Football

Specially drawn by
B. Carter.

For Health, Strength, Vitality

RUSH and tackle—line-out and scrum—every inch of ground is relentlessly contested. Victory can only be gained by physical fitness and energy added to determination and that "will-to-win" which is of supreme importance.

In everyday life, physical fitness and nervous vitality are just as necessary. To maintain that perfect health of mind and body correctly balanced nourishment is necessary—such as 'Ovaltine' supplies in abundant measure and in a correctly balanced form.

'Ovaltine' supplies the concentrated nourishment extracted from Nature's best foods—specially prepared malt extract, fresh creamy milk and new-laid eggs. It contains no added sugar. There is only one 'Ovaltine'—there is nothing "just as good."

OVALTINE

TONIC FOOD BEVERAGE

Builds-up Brain, Nerve and Body

L.A.P.E. 6.

WHITEAWAYS.

TOY BAZAAR NOW OPEN

AS USUAL—

THE BEST SELECTION IN TOWN.

LOW PRICES.

COME EARLY FOR BEST CHOICE.

WHITEAWAY, LAIDLAW & CO., LTD.



Photo shows some of the spectators at the recent Girl Guide Rally at Government House. (Photo: Ming Yuen).



Bridal group taken at the wedding, at St. John's Cathedral, of Mr. Alan Reid, the well-known interport cricketer, and Miss G. F. Berris. (Photo: Ming Yuen).



The Chung Nam College patrol of Boy Scouts, with the Scout-master, Mr. K. Y. Chan, B.A. (Photo: Yim Fong).



One of the novelties at the Old English Fair at St. Andrew's Church grounds last Saturday. (Photo: Moe Cheung).



A dainty maiden snapped at the Old English Fair at St. Andrew's Church grounds. (Photo: Moe Cheung).



and just because the needs multiply with the years faster than the whirlwind to gratify them, so it behoves a man to spend with greater discernment, to shop where his purse is treated with respect and his taste with consideration.

We invite you to look over our new stocks . . . so carefully selected for your present needs.

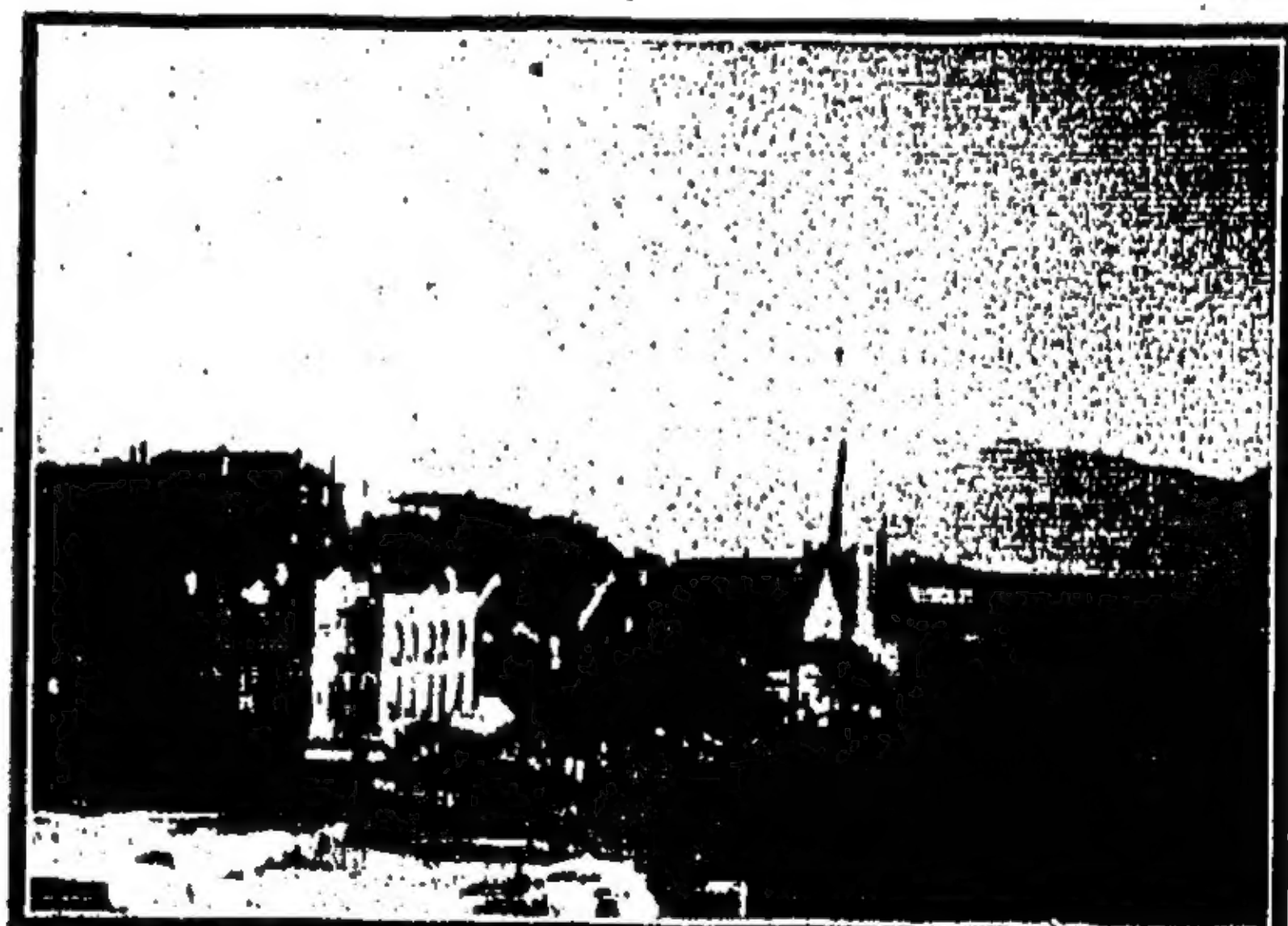
MACKINTOSH'S LTD



Picture shows an incident in the soccer match in which the Chinese Athletic defeated the Police on Sunday last. (Photo: Ming Yuen).



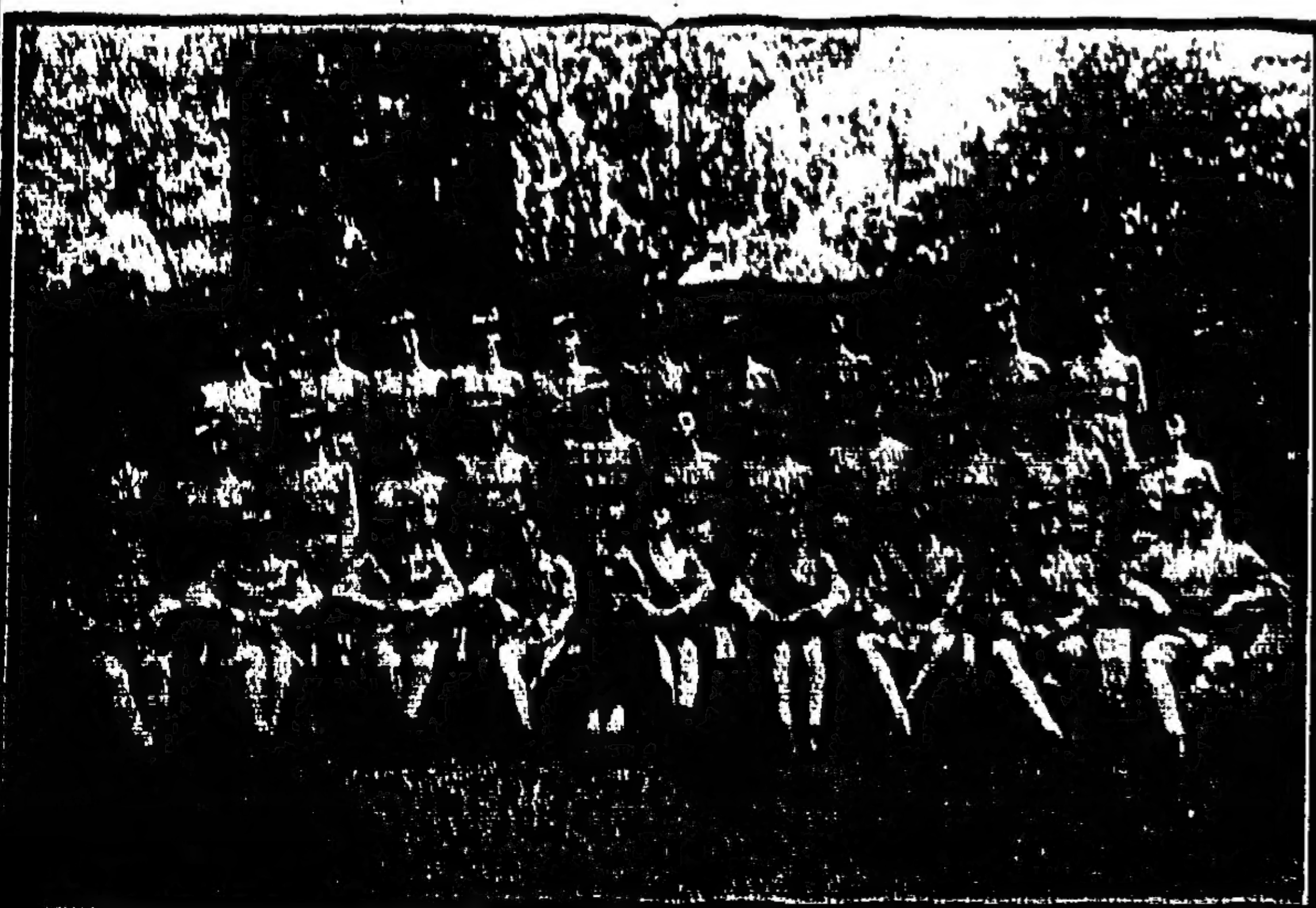
Four of the players who took part in the Inter-Varsity tennis match between Hongkong and Lingnam. Left to right:—Mr. D. J. N. Anderson, Miss Helen Chan, Mr. Ma, and Mr. L. Silva. (Photo: Mr. Khoo Keng-wah).



An effective view of St. Andrew's Church, Kowloon, taken last Saturday whilst the Old English Fair was in progress in the church grounds.



H.E. the Officer Administering the Government (second from right) watching Mr. A. W. Harvey "stunting" in an A. W. 16 plane at Kai Tak. (Photo: Ming Yuen).



The Army Company of the Hongkong Volunteer Defence Corps, with Sergeant H. Gibbons, (second from front), to whom a presentation was made to mark his departure from the Colony. (Photo: Ming Yuen).

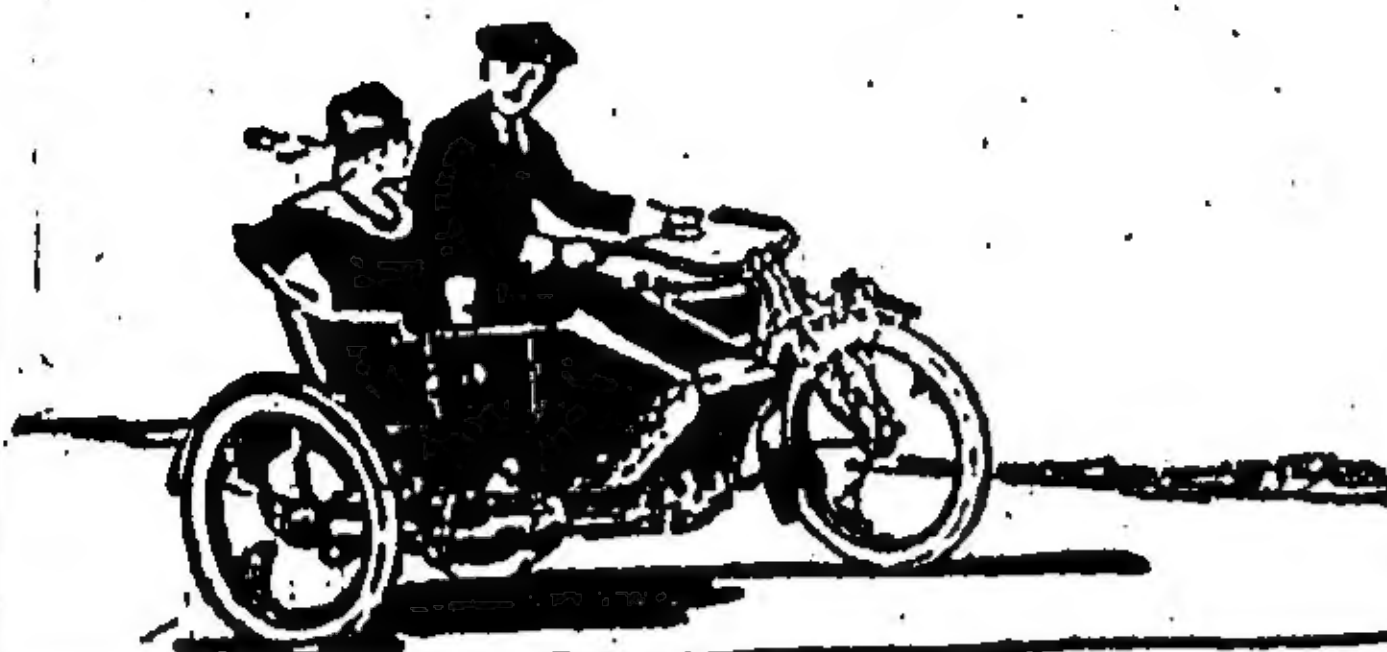


Miss Eileen Lamport snapped on the Chikibu Mats with Douglas Fairbanks. Miss Lamport is the fiancée of Mr. J. E. Henry, Hongkong Manager of Reuters, Ltd.

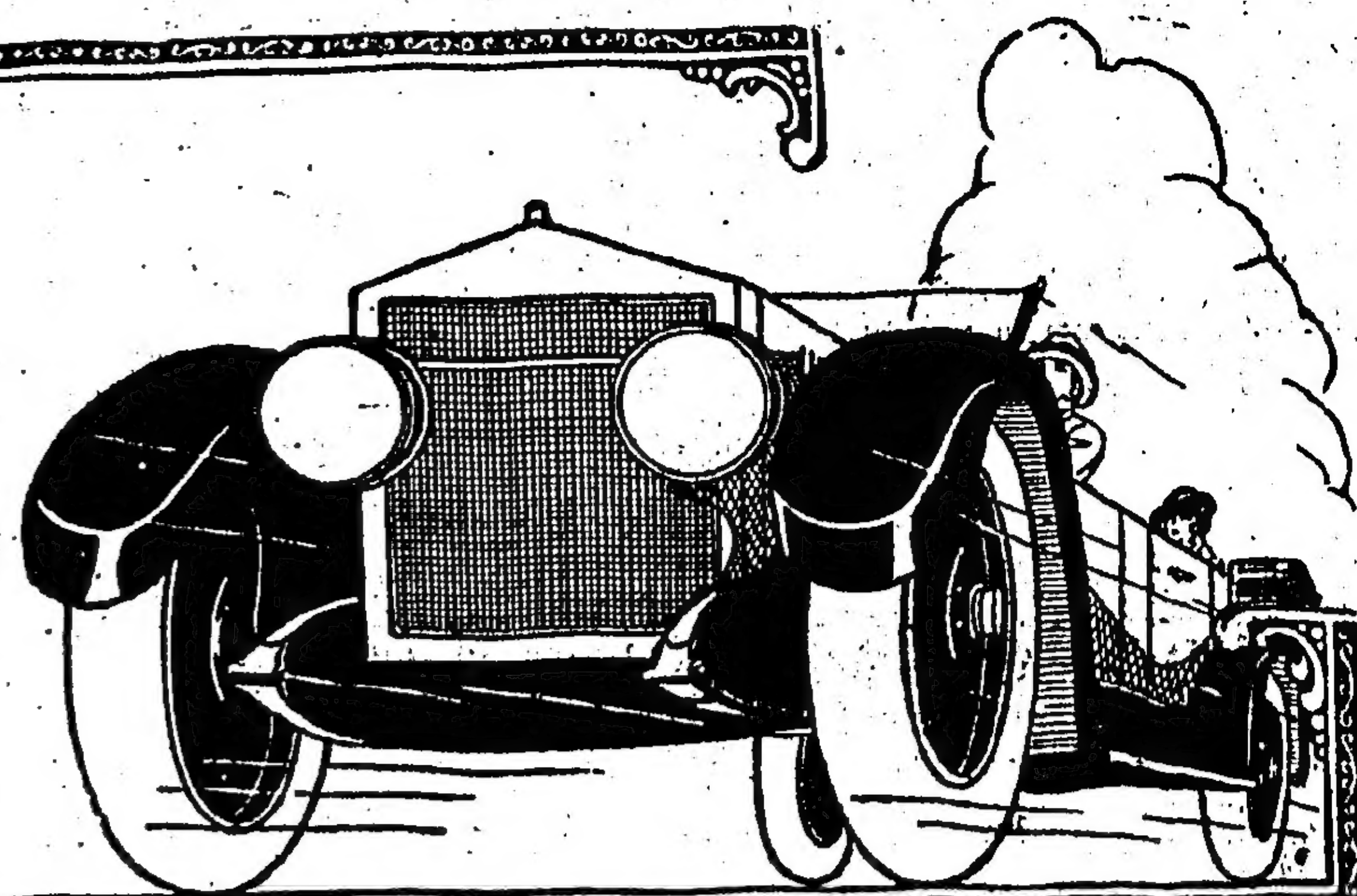


H.E. the Officer Administering the Government and Mrs. Southorn are seen in the above pictures when they visited Kai Tak Aerodrome and had their first flight. (Photo: Ming Yuen).

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY 12th NOVEMBER, 1932.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



FOR
ALL
CLASSES
OF

MOTOR Insurance

WRITE
For
Our
Prospectus

CHINA UNDERWRITERS,
LTD.

Head Office

Hongkong Bank Building,
4a, Des Voeux Road Central.
Tel. 28121.

JOIN



THE
HONGKONG AUTOMOBILE
ASSOCIATION.

A Few Advantages:—
10% Off Motor Car Insurance.
Free Legal Advice.
Reliable Drivers Supplied.
Free Mechanical Advice.
Reduced harbour transport
Charges.
Associate Membership of the
R.A.C. and A. A. London.

B. D. EVANS
Hon. Secretary.

C/o "Hongkong Telegraph."

NOTICE TO ADVERTISERS

All advertising to be
inserted in this
MOTOR SUPPLEMENT,
must be delivered not
later than 2 p.m. on the
Wednesday of the week
of publication.

DRIVE SAFELY.

The Simple Rules of
the Highway.

USEFUL HINTS.

By Ismael Klein

No motorist is so good a driver
that he doesn't need a few
pointers now and then on how to
drive safely. Highways change.
Road surfaces are being built of
different material, necessitating
more careful driving. Cars them-
selves are of different construc-
tion every year, necessitating fa-
miliarity with new mechanism.

All of these factors make it im-
perative that the motorist keep
up to the times in his driving.

Several factors influence the
safety of drivers. In a recent ad-
dress John A. C. Warner, secre-
tary and general manager of the
Society of Automotive Engineers,
reviewed them. Following are
points in his review:

"When travelling a main high-
way, do you make allowances for
the negligent driver who shoots out
of a side road unexpectedly? Of
course, the right-of-way is yours
and you can prove it, but what good
will that do if you die in an ac-
cident!

"Are you a fair-weather driver
on wet and slippery pavements, or
do you adapt your driving to ad-
verse conditions?

"When approaching a set of
glaring headlights, do you forge
ahead near the middle of the
highway at full speed while look-
ing at the lights, or do you drive
moderately at the side, where you
belong, with an eye for pedestrians
at the edge of the road?

"Do you observe the simple rules
of highway courtesy, or do you
drive as if the road were all yours?

"Do you keep your car in good
condition, or do you drive with
four wheels and no brakes?

"Is your vehicle well shod, or
are your tyres overdue at the
scrap heap? Have you decided in
advance what to do if a tyre blows
out?"

With roads built for high speed
and of good construction, and with
automobiles built for durability
and safety, the responsibility for
accidents is entirely that of the
driver, Warner contends.

Only two per cent. of highway
accidents are due to mechanical
failure of automobiles, experts
say. That leaves the remainder
chalked up against the drivers.
The solution seems to be more
alertness at the wheel.

The fellow who gives no thought
to the condition of his tyres is
bound to run into a blowout some
day that will throw him none too
gently into a ditch and rudely in-
terrupt his dreaming at the wheel.

The driver who neglects to
lubricate his car regularly will
some day wake up in a hospital
to find an axle had broken or the
steering gear had cracked up
while he was doing 60 miles an
hour.

"An ounce of prevention is
worth a pound of cure," 'tis said,
and this adage is strikingly borne
out in the case of automobile care.

Have the old bus inspected regu-
larly. It may save a few broken
bones and weeks in a hospital.

MUST CARRY FLARES.

Truck operators in Indiana now
are required to carry red flares to
set up on the highway in case of
stalling at night. These will serve
to warn motorists approaching
the stalled vehicles in the dark.

FASHIONABLE ARMSTRONG SIDDELEY SPORTS SALOON.



The above picture shows one of the latest models from the famous makers of Arm-
strong Siddeley cars—the six cylinder Sports Saloon. It is not only striking in appearance,
but in performance, being delightfully smooth and silent, even at high cruising speeds. Mrs.
W. E. L. Shenton, an enthusiastic owner-driver, is the possessor, and speaks very highly of
the splendid work of her car over the hilly routes of the Colony.

MAKING THE ROADS SAFER.

Lessons We Can Learn from Abroad.

By Gordon Sheridan

The Home Secretary has recent-
ly published the latest figures
showing the number of persons
killed or injured on the roads of
Great Britain. They are enough
to stir everyone—motorist or
pedestrian—into some form of
action, so that this ghastly toll of
the roads may be reduced.

Every day, the figures inform us
eighteen people are killed in
motor accidents. During the last
six years 37,000 people have been
killed and 998,000 people injured.
And the figures are on the in-
crease. In 1926 the number of
people killed on the roads was
4886. Last year 6891 people met
their deaths in motor accidents.

This cannot go on. Motoring is
costing the country in human life
and in pounds, shillings and pence
as much as a small war. What is
the solution to the problem?
Obviously this is a time to pocket
our national pride and profit from
the examples and experience of
our Continental neighbours, whose
figures of road deaths and
accidents are nothing like so
heavy as ours.

I have driven in almost every
country in Europe, and have been
impressed by one outstanding
difference between the foreigner's
road and traffic system and ours.
The European motorist is con-
trolled and restricted when he is
on the move, whilst here the
motorist only seems to be under
control when he is standing still
or "crawling."

A motor car that is stationary is
considered "over there" to be
harmless enough. Once it be-
gins to move it is subject
to the keenest control and
regulation. Not so Britain.
You know as well as I that you are
much more likely to be "pinched"
for parking your car on forbid-
den ground than you are when
roaring down the straight at fifty-
five miles an hour or even passing
through a town at thirty-five.

Safety Devices

Take France. Every driver has
to pass a test before he can
obtain a permit to take out a car.
In Britain you can buy your
licence before you even touch the
wheel of a car! You are legally
entitled to drive before you know
the clutch from the foot brake!

The French driver has to sound
his horn at every cross-roads and
turn, and he has not to overtake
in certain circumstances. One of
the most important safety devices

of the French motoring authori-
ties is the "cassis." This is a dip
in the highway at each end of the
main village street. It is so
sharp that any car that does not
approach it slowly is damaged.
Road signs warn motorists of the
presence of a "cassis."

In front of level crossings and
corners the French usually have
a "donkey's back"—a steep arti-
ficial hump in the road which
necessitates slow driving for its
proper negotiation.

Italy and Germany are also fond
of the "cassis" and "donkey's
back" as speed deterrents. They,
too, insist on a driving test, and
impose speed limits in towns. A
German motorist has to have
automatic signals attached to his
car which indicate which direction
he is going to take.

The approaches to Italian vil-
lages are purposely kept in bad
condition. Pot-holes and ruts
soon slow a motorist down after
he has been cruising in a smooth
main road. The Italian police
have authority to stop an erring
motorist and fine him on the spot.

Holland can teach us quite a
lot in the matter of road safety.
All her highways are skirted by
footpaths and by special tracks for
cyclists. Thus each form of
traffic has its particular part of
the road. Reflecting mirrors and
direction indicators are com-
pulsory.

Hungary has similar road legisla-
tion. Her roads are constructed
with special surfaces, the centre be-
ing for motor traffic, and the soft
track at the sides for horse-drawn
vehicles.

Mind and Mud!

Denmark, unlike most European
countries, still imposes a speed
limit and forbids overtaking at
cross-roads and bends. Sweden is
surely the most solicitous about the
welfare of her pedestrians. She
warns motorists to reduce speed in
order to avoid bespattering pe-
destrians with mud.

Such are the methods of a few
Continental countries. What can
we learn from them? It is obvious
that some of their road legislation
would be impracticable here, but
many of their safety devices are
sound.

First the system of enforcing a
driving test before a motorist is
allowed to take out his car might
well be adopted. Secondly, Britain
might well insist that mechanical
direction indicators—illuminated

night—should be fitted to every car.
Thirdly, her more important roads
should be divided up—a section for
horse-drawn traffic, another for
pedestrians, and a third for motor
cars.

These suggestions are drastic,
but the situation calls for a bold
course. They could be supple-
mented by more white lines, road
surfaces on which a car is not so
liable to skid, and devices at cross-
roads such as grass plots to slow
down traffic.

I do not think a return to the
speed limit would be of the slightest
use. It was always ignored, and
moreover a fast driver is not al-
ways a dangerous one.

So much for the technical side of
the problem. There is a psychologi-
cal one too. The vast army of
Britain's motorists are maddened
for the idiosyncrasy and shortcomings
of the bully and the fool.

By some queer whim of nature
certain ordinary, law-abiding, good-
natured members of the community
undergo a revolutionary change
when they sit at the wheel of a
car. They become selfish, short-
sighted, ill-mannered. Every motoring
manoeuvre they resort to is
right. Everyone else's is wrong.
They snarl when another motorist
passes them on a bend, yet they
laugh when they break a funda-
mental canon of the road by passing
a car on the crest of a hill.

The Reckless Minority

Fortunately, there are not many
of this type of motorist, but every
road user knows they exist and
imperil human life. Severe fines
and terms of imprisonment will
weed them out.

Then there is the fool. You
must have met him—usually young
and dashing, crazed by the love of
speed and desire to show off. Often
he can drive brilliantly. His hand-
ling of his gearbox is perfect. But,
alas! he has no restraint or com-
mon sense.

If anyone passes him his dignity
is outraged, his honour at stake.
He must overtake the offender even
if it means swerving round that
corner at fifty miles an hour, even
if it means crumpled wreckage and
accidents (although he never thinks
of this), as usually it does. Again
there is only one course to adopt—
punishment of the utmost severity.

I am convinced that the majority
of road users are good, safe drivers,
who take every precaution to
avoid endangering human life.
Take away the bully and the fool,
adopt the more enlightened Con-
tinental safety devices, and the toll
of Britain's roads will be marvelled
at for its negligibility, not shunned
for its gravity.

A Sunday paper said recently
that the flying squad will shortly
possess fast cars with steel bodies
capable of ramming any vehicle.

IDEAL FOR ALL CLIMATES

SMITH'S BATTERIES

These powerful and sturdily built
batteries have proved their worth
over and over again. They are
capable of withstanding extreme
temperatures and can be used in
all climates with equally good
results. Extra robust plates,
rigid moulded containers, non-
corrosive terminals and anti-spray
vents are standard features.
There is an appropriate Smith
Battery for every Motor vehicle,
motor cycle or radio set. The
type shown—the 3YLMF13—is
suitable for Ford and many
American cars.



Sole Distributors:—

HONGKONG MOTOR ACCESSORY CO.

Bank of Canton Building, 1st Floor.
KOWLOON BRANCH:—446, Nathan Road (Below
Sacred Heart School).

ASIATIC TRADERS

Sole Agents,
Gloucester Building.

Announce Peugeot Cars are now on show at:
The Oriental Motor Car Co.

Sole Distributors.

303-9, Hennessy Road, Hongkong.
Telephone 28888.



Peugeot

CAR PROGRESS.

Greater International Interchange of Ideas.

It is particularly interesting to
notice that many of the new models
show in their design the influence
of cars produced in other countries,
writes a correspondent to the
"Motor." The free wheel, for
example, which was flouted in Eng-
land when advocated some four or
five years ago, has, in the mean-
time, made great strides in the
United States, and is now reap-
pearing on certain new British
cars. Conversely, features in the
development of which British de-
signers have excelled—such as
special gearboxes and small, high-
efficiency engines—have undoubtedly
been influencing designers in
America and on the Continent.
Again, the X-braced chassis
frame, developed on the Continent
many years ago, has quite sudden-
ly "taken on" both in America and
in Great Britain.

We do not believe that this in-
terchange of ideas will lead to the
production of stereotyped chassis
the world over, because the tastes
of different nationalities are suffi-
ciently diverse to ensure that a
British car, for example, will re-
main distinct in character from a
car produced in France, Germany
or America. Nevertheless, if
world-wide sales are to be achieved,
a certain degree of standardisation
is inevitable, and the encouraging
export figures recorded by the
British motor industry are un-
doubtedly due in some measure to
the fact that the cars now being
built in England accord more closely
with the ideals of the overseas
buyers than was once the case.

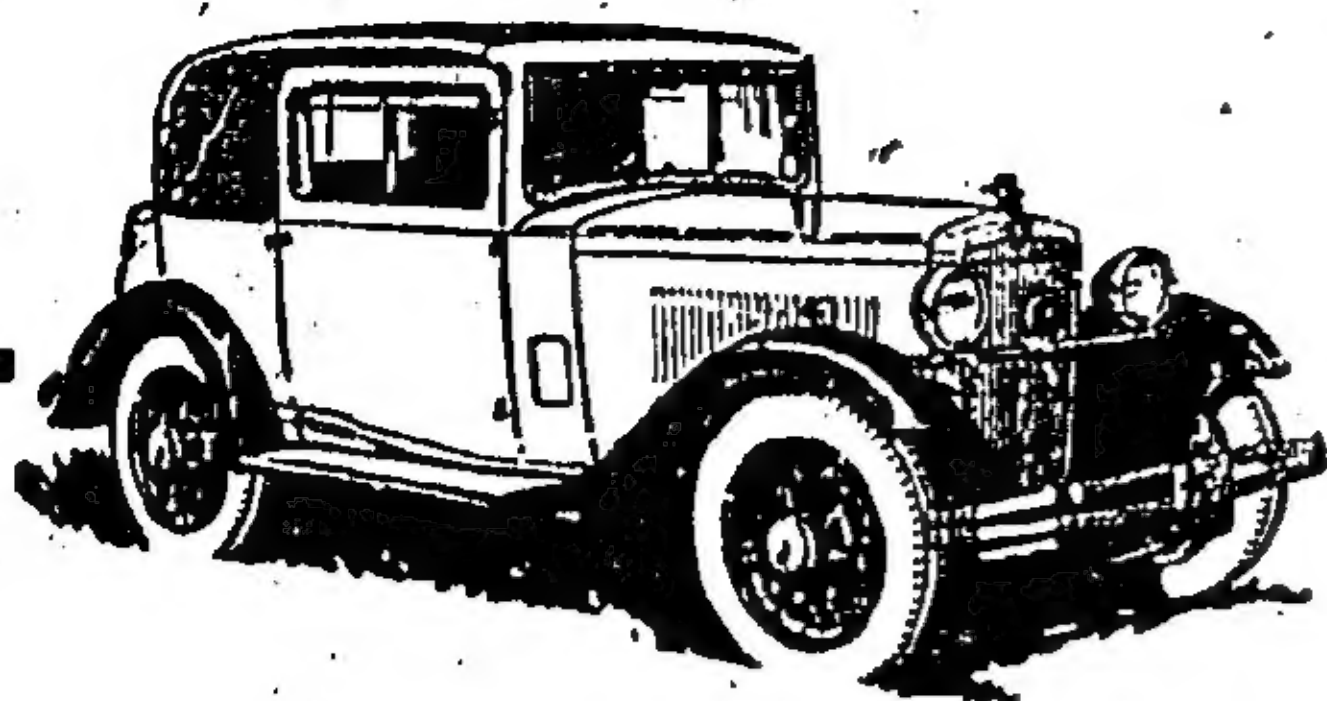
AND MORE TO COME!

The automobile is the heaviest
taxed non-luxury article in the
country, the Automobile Club of
Southern California reports. Six-
teen different forms of taxes are
levied on it in the United States.

LONDON'S MODERN FLYING SQUAD.



The London Flying Squad is famous throughout the world,
and in addition to the fleet of cars capable of extremely high
speeds, a number of B.S.A. motor-cycles combinations have
recently been commissioned, equipped with wireless installation
as seen in the above picture.

CHEAPER
BETTERand
BRITISH!

FOREIGN CARS MUST NOW COST MORE
BUT THERE ARE NO PRICE CHANGES
IN THE

MORRIS

CARS & TRUCKS

In our Ice House Street showrooms we have a wide range of models including Morris Major tourers, Minor saloons, Cowley two-seaters, saloons and coupes, Isis saloons and special coupes—all selling at usual prices.

Essentially British throughout—and not merely assembled in England—Morris models are sturdy cars with fine



lines well-engined capable of tackling all Hongkong slopes with safety, too, being equipped with Lockheed brakes. Come and see them or telephone 28021 for a demonstration. Liberal discounts for cash—no interest charges on installment plan payments. Service stations in Hongkong, Kowloon, and Canton.

Dodwell & Co., Ltd.

A.P.B. 10.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

DEAL DIRECT.

THORNYCROFT

SIX-CYLINDERED

COACHES & OMNIBUSES MOTOR VEHICLES

Pioneer Manufacturers of Commercial Motor Vehicles



4 or 6 Wheels

4 or 6 Cylinders

30 Cwt. to 10 Ton Loads

20 to 70 Passengers

JOHN I. THORNYCROFT & CO., LIMITED

Pioneer Building, Nathan Road, Kowloon.

TEL. 56752.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

THE JOY OF HILLMAN CARS.

Remarkable Performance of New Wizard.

MINX CONTINUES ITS SUCCESSFUL CAREER.

In their programme of cars for the new season the Hillman Motor Car Company, Ltd., have announced models which will interest the entire motoring world. Concentration upon the six-cylinder Wizard and four-cylinder Minx is the policy to be followed, and the excellent reputation which both have enjoyed during the past year cannot fail to be enhanced.

The New Wizard

The new Wizard merits careful attention because it is a car representative of all that is latest and best in automobile design. Indeed, to such good use have recent developments and research been put that the efficiency and power output of the engine are little short of phenomenal, especially when it is borne in mind that side valves are employed, with their well-known freedom from both noise and necessity for tappet adjustment.

Optional Engine Sizes

A feature of the Wizard has always been that alternative engine sizes are obtainable, at the same price and identical in appearance, and in the New Wizard this excellent point is continued. Thus, the "65" model has an engine of 65 mm. bore, 106 mm. stroke, 2,110 c.c. capacity and R.A.C. rating of 15.7 h.p., while the "75" model has a bore of 75 mm., a stroke of 106 mm., a capacity of 2,810 c.c., and an R.A.C. rating of 20.9 h.p.

High Power Output

The actual power developed is in great contrast to the official ratings quoted. So closely has design in relation to efficiency been studied that the "65" model New Wizard has a brake-horsepower of no less than 50 at 3,800 r.p.m., while the power unit of the "75" pulls 65 b.h.p. at 3,600 r.p.m. The effect is to endow the cars with a really outstanding road performance, for the "65" will do well over 66 m.p.h. (timed), and accelerate from 10 to 30 m.p.h. in 11.2-5 secs. on top gear and in 8.1-5 secs. in silent third. The "75" will attain a genuine 70 m.p.h. and accelerate from 10 to 30 m.p.h. in 9.2-5 secs. (or 6 secs. on 3rd).

"Cyclonic Induction"

Largely this remarkable result has been achieved by close attention to the design of cylinder head, ports, and induction system. The combination of these points has been given the comprehensive name of "Cyclonic Induction." Moreover, a Stromberg down-draught carburettor is fitted, giving freedom from flat spots, and considerably assisting acceleration and power at low speeds. Startix optional automatic starting has been adopted, which restarts the engine should it stall.

"Cushioned Power"

It is not, however, intended that the New Wizard shall make its appeal solely on the score of speed and performance. For "Cushioned Power" has been incorporated in its design—that constructional feature which has proved its invaluable benefits in the Minx. By building "Cushioned Power" into the New Wizard the Hillman Company have set a standard of refinement to performance which must be tried to be believed. "Cushioned Power" confers upon the driver and each passenger a freedom from subconscious strain which, continually sustained, has in time a deleterious effect upon the human body.

Very Rigid Chassis

Thus the New Wizard is a car that combines a maximum power hitherto only associated with overhead-valve sports engines with a smoothness of running formerly considered unobtainable except with cars of much higher cost. Added to these, the weight distribution has been so carefully studied that the car rides with a steadiness and stability that is positively amazing. The chassis frame has been made exceedingly stiff by means of cross-bracing and 7 cross-members, and the exceptionally long and almost flat spring at front and rear with hydraulic shock absorbers give practically complete immunity from road shocks.

Excellent Appearance

A feature of the New Wizard which impresses is the front appearance. The radiator has thermostatically-controlled shutters, and the large headlamps are mounted on supports which run from the wing valances to the radiator shell. The front wings, too, are of very attractive appearance, and resemble nothing so much as the bow wave of a destroyer—a most pleasing effect.

The radiator shell is set off by the new Hillman badge, with its wide wings and red enamel centre.

The bodywork, too, is handsome externally as well as very comfortable to ride in. The saloons are of pressed steel construction throughout, and the panels are gracefully curved, especially at the rear. The de Luxe models may be supplied either with built-in trunk or with luggage grid of unusual size and strength: in the latter case an apron is fitted over the 14 gallon petrol tank and the rear wings are flared out to conform to its shape. Inside, the body is skilfully designed to afford the absolute maximum of accommodation, and the amount of leg room provided is astonishingly great.

Wide Body Range

The New Wizard with either "65" or "75" chassis, is supplied with a variety of bodies. There is the 5-seater Tourer, the 5-seater Saloon, the Saloon de Luxe, the four-light Saloon, the Sports Saloon and the four-seater Coupé. The last-named has a luxurious body by Thrupp and Maberly, Ltd., the well-known London coach-builders, with two wide doors, a gracefully out-swept tail accommodating a quantity of luggage, and a roof which can be folded back completely or halfway only.

New Seven-Seater

There remains one further model of the New Wizard which should meet a definite need. This is the Seven-Seater. The chassis has a wheel-base of 10 ft. 3 in., thus providing room for unusually commodious bodywork, while the power unit and chassis specification are as on the "75" model. Saloon, limousine, and landaulette bodies are available, the two last-named having a partition behind the driver, but all have two occasional seats which fold neatly out of sight when not in use.

Good Finish

On each of the bodies fitted to the New Wizard the greatest attention has been paid to finish, both exterior and interior. All seating is upholstered in furniture hide, and is luxuriously carried out. On the Seven-Seater limousine and landaulette the rear compartment is richly upholstered in high grade Bedford cloth. A choice of several attractive colour schemes for bodywork and upholstery is available, and wire wheels are standardised on all models. Triplex glass is also a feature, every model being so equipped (on the 5-seater Saloon and Tourer the screen only is Triplex, but on all others Triplex is fitted all round).

The Minx

Since its introduction early last spring, the Minx has made a phenomenal leap into popularity, and has proved itself without doubt the most successful light car of its time.

That the success of the Minx rests on a solid base is obvious from the excellence of the performance which the car put up in the hands of private owners. Undoubtedly, too, the benefits conferred by "Cushioned Power" have had much to do with the popularity it has achieved. Moreover, the Minx is not a "light" car in any sense other than that it has an engine of under 10-h.p. rating and is economical to run.

In every constructional detail it is built with an ample margin of safety, and has, in fact, been designed throughout to suit the most strenuous conditions of any country over-seas. How well is exemplified by the epic performance of Capt. Yates Benyon, who, unaccompanied, drove a Minx from London to Calcutta, covering 8,600 miles in 44 consecutive days, despite delays of every conceivable nature other than mechanical breakdown.

There is little change to report in the Minx for the new season. Its 9.8 h.p. four-cylinder engine, of 63 mm. stroke and 95 mm. bore (1,185 c.c.), is of side valve pattern, and it may fairly be claimed that a new era of engine efficiency was inaugurated when the Minx first appeared. The crankshaft runs on three bearings, which eliminates the "thump" often found in light car engines. The chassis is sturdy and exceptionally well sprung, long leaf springs and hydraulic shock-absorbers being employed.

Bodywork of remarkably roomy proportions is fitted, and the Family Saloon and Saloon de Luxe are of pressed steel construction throughout. Other models of the standard range are the 4-seater Tourer, the Sports Tourer, and the Club Saloon. The last-named is of sports pattern, with four doors and accommodat-

NEW FORD TRUCK.

Interesting Features of New Model.

Commercial transportation has entered a new era in which lowered costs, improved appearance of truck units, greater flexibility and increased comfort for the driver are essential.

Meeting these demands the Ford Motor Company has presented to the commercial public, a complete new line of trucks and commercial cars designed to meet the transportation requirements of merchants, manufacturers, contractors, farmers, transportation companies and other businesses.

In showing the new line of Ford commercial units, Henry Ford is merely emphasizing his faith in the future of business expressed when the new V-8 and 4-cylinder Ford cars were announced.

"I have continually stated that we have faith and faith, you know, is catching," declared Mr. Ford. "I have said and I again say that if we have confidence, others will have confidence, too."

It was this confidence expressed by Mr. Ford which led the company to spend the amount of money necessary to develop the new line of commercial units. The commercial public to-day is greatly interested in economy. In the new commercial units, the Ford company has introduced refinements in design which set new standards not only in first cost but also in operation and maintenance. Furthermore, comfort and safety for the driver has been made a primary factor.

In announcing the new low prices for the commercial units, the company passes on to the business public reductions in cost of materials required in their manufacture.

Mechanically, the new commercial units have greater power and flexibility and other refinements designed to provide better transportation service.

The improved 4-cylinder 50 horse-power engine, the rugged frame, wheels, brakes and other chassis parts, as well as the transmission, all are designed particularly to withstand for long periods of service the rigorous demands of truck operation.

The engine has a bore of 3-7/8 inches and stroke of 4-1/4 inches. Rubber engine mountings, higher compression, smoothly machined valve ports, larger intake manifold, increased valve lift, higher engine speed, a new carburetor and the new 38-pound crankshaft mounted in bearings have a total area of 44 square inches, combine to give the engine greater power, smoothness and flexibility at all

ing four persons. Both the Saloon de Luxe and the Club Saloon have Triplex glass throughout, the Family Saloon and open models having Triplex screen only.

The Aero Minx

An entirely new chassis in the Minx range is the Aero model. A very low build has been achieved, and head resistance has thereby been minimised to a remarkable degree, by dropping the front axle and the chassis frame behind the engine, and undersliding the rear axle. Thus the propeller shaft stands above the flooring, and is encased in a tunnel, while the gears are actuated through a remote control and short lever.

The engine has been modified in certain respects to suit it to this type of chassis, but in the main it follows standard Minx practice. The compression is rather higher, and the induction system is of special design, incorporating a down-draught carburettor. The Cushioned Power feature is retained, with the result that the Aero Minx combines the sweet running of a touring car with the "pop" of a sports model. The rear axle ratio is somewhat higher than on the standard type. The radiator is of special design, being sloped and curved forward at its lower end. The dumb irons are encased in a smart fairing.

The Sports saloon body fitted to the Aero chassis is really outstanding in appearance, with sloping screen pillar and body line curving in one complete sweep from screen to tail. Two doors are provided, and the sliding roof has panels of celluloid let into it. So well has overall height been kept down that a person of normal height can look down on the roof of the saloon. Another model of the Aero is the "March Minx," a smart four-seater open sports car sponsored by that well known racing man the Earl of March, of Messrs. Kevill Davies and March, Ltd., 9, Bruton-street, London, W. 1.

A very excellent feature of the "March Minx" is the roominess which has been skilfully contrived into it, despite its compactness and abnormally low build.

HOTTER Sparks BETTER Lighting— with Firestone BATTERIES

Let us show you Firestone Batteries with both rubber and wood insulation, extra height or high over-size plates for extra long and dependable service under hard driving conditions.



These Batteries - Brake Lining

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Road.

THE ASIATIC AMERICAN COMPANY.

70, Queen's Road Central, Hongkong.

And at Canton & Wuchow.

speeds. One of the factors contributing to economical engine operation is the new carburetor which is equipped with a "power jet". This goes into action only at high speeds and power peaks. The jet remains closed at normal speeds, restricting the quantity of fuel passing through the carburetor and effecting fuel economy for average driving conditions. The 17-gallon fuel tank is constructed of welded ferric plate steel, and mounted on springs under the driver's seat.

The transmission is of 4-speed type, with a "low-low" providing adequate power under all conditions. All forward speed operation is on roller and ball bearings. The clutch is of the single-plate type with double friction facings.

The new coupling shaft is of two-inch tubular steel, with heavy forged steel splined ends. Two heavy-duty universal joints are employed. Front universal has bi-partible feature, permitting easy removal of coupling shaft. Bolted-in main cross-member also permits easy servicing of clutch and transmission.

Front springs are of transverse cantilever type. Rear springs are 50 inches long and semi-elliptic. They are freely shackled at both ends, thus permitting the springs to "float" the load. Brakes are mechanical in type, brake drums being of special alloy cast iron, with non-scoring and long wear characteristics. The steering gear is easily operated, having reduction of 17 to 1.

The cab is all-steel construction, with steel roof. The windshield and rear window are fitted with safety glass. Seats are of the "air-cushion" type. A large ventilator, insulated dash and insulated floor covering permit maintaining proper cab temperature. The wide doors give easy access to the cab. Side windows have cranktype regulators. Complete instrument panel and convenient steering and ignition lock also are provided.

DANGER STATES.

It is reported that out of the 32,000,000 licensed automobile drivers in the United States, 22,000,000 are in states which do not require driver examinations.

BUS EMPLOYMENT.

The motor bus industry employs more than 100,000 full-time wage earners, and has an annual payroll of about \$175,000,000 a year.

SOLVING CROSS-ROADS PUZZLE.

Exhaust Pipes Like Chimneys: Unbanked Curve Dangers: Those-Rainbow Signals.

By Sir Malcolm Campbell

It is abundantly clear from the contents of my posting that the motoring public is giving very serious attention to the problem of greater safety on the roads, for never a day passes but I receive letters bearing upon this subject.

Some contain suggestions practical and often valuable. A few put forward plans which a little thought would have shown to be out of the question because not adaptable to existing conditions or because they would bring in their train evils worse than those they are designed to cure.

I have before me now a very interesting batch of suggestions, culled from letters received during the past few days.

New Crossing Signs

One correspondent offers a too simple solution of the cross-roads problem, of priority of right of way.

As every experienced driver knows, it is not always easy to decide which of two crossing roads is subsidiary to the other. This has been the cause of many accidents, and there will be many more before we can get everybody to realise that all cross-roads are danger points.

The suggestion now made is that main roads should be marked at their junction with others by a triangle, erected a hundred yards or so before the point of intersection, while the subsidiary road should be indicated by a cross, similarly placed at an adequate distance from the main road.

This is excellent in its way, but one of its weaknesses is that both the triangle and the cross are already familiar and have their distinct meanings.

Risk of Confusion

The triangle is now a cautionary sign indicating that there may be a danger ahead. These triangles are being displaced by more graphic signs, but there are still enough of them in use to lead to confusion if they were used in the way suggested.

It would be easy, of course, to devise some other indicating symbol, but I am not in favour of multiplying the variety of road signs. There is, however, no reason why a large and characteristically coloured triangle should not be used as my correspondent suggests.

Again, the cross is used at present to denote a road crossing, but gives no indication of its character. I would suggest that, if the idea I have outlined be adopted, the cross in an enlarged form should be retained, but superimposed on the cross should be the letter "M," denoting that the road to be entered is a "superior" one. That would get rid of all the difficulty and would

remove the doubt which always assails one when the cross-roads sign is encountered on unfamiliar roads.

Two Roads at Curves

Another correspondent deals with the danger of the unbanked curve, which has undoubtedly been the cause of many accidents, especially in wet weather.

It is generally admitted that curves which are not banked are dangerous. They are infinitely worse when, as too often is the case, they are banked the wrong way by the heavy camber which some road surveyors think is necessary to drain the surface. The "heavy camber" school of road thought seems to be dying hard.

I have an idea that the reason road authorities do not incorporate a properly calculated banking in heavy curves is that they are afraid of being accused of turning the roads into racing tracks. This is a wrong way of looking at the matter.

Modern traffic is fast traffic, and nothing will alter the fact, so why should not our road surveyors and authorities recognise it and make the roads as safe for everybody as possible?

My correspondent offers the excellent suggestion that where a new road is under construction and it is necessary to lay out a heavy curve, the bend should be split, with an island in the centre, thus forming two separate "one way" roads, each of which should be banked the right way for the traffic.

Making Things Worse

The same reader raises the question of the "stratum" of noxious gases which is alleged to be formed in busy and congested streets by exhaust fumes from motor vehicles. Attention was recently called to this by a medical authority, with particular reference to the conditions said to exist in Bond street and other narrow thoroughfares in London carrying a heavy volume of motor traffic.

My correspondent suggests that a partial remedy would be to compel all large vehicles, as, for example, double-decked motor-omnibuses, to be fitted with vertical exhaust pipes extending to the top of the vehicle, so as to carry off the gases at a higher level. I pass on the idea for what it may be worth, though I think I have heard it before.

Without pretending to a great deal of knowledge of the subject, I doubt if it would make much difference. As I understand it, carbon-monoxide, which is the dangerous component of exhaust fumes, is a heavy gas which tends to sink to ground level. On a hot, still day in a narrow, congested street the evil might be aggravated,

because the sinking gas would be breathed by people in the street, whereas when the fumes are given out near ground level very little of the dangerous gas rises high enough to be inhaled.

I know that if an engine is run in a badly ventilated garage one may be quite comfortable while standing, but be seriously affected if one stoops for a minute or so to do anything at floor level.

Fireworks Ahead!

A storm of controversy has followed the introduction by a firm of motor-car manufacturers of a new signalling device making use of the three colours associated with traffic control lights.

The device is operated by a lever on the instrument board of the car. Immediately the lever is moved, and before any signal proper is given, an amber warning light appears on both sides of the car.

If the driver intends to turn to the right he moves the lever in that direction, and a red light shows on the off side and a green light on the other. If the lever is moved to the left, the red light appears on that side and the green light on the off side. These things happen provided the lever has been correctly moved.

When the driver intends to draw out to overtake another vehicle an amber light only is shown on the off side.

It is an exceedingly clever arrangement, but I do not know that there is much more that can be said in its favour. I fear it is likely to make confusion worse confounded.

I understand it has been shown to Chief Constables and various other authorities, who seem to have bestowed upon it their provisional blessing; but I am inclined to think that such blessing is likely to be modified when the arrangement is seen working, so to say, in the mass.

The trouble with many such ideas is that, seen singly, they appear to be all that is desirable, and one is apt to jump to the conclusion that herein lies the solution of many troubles. But when the devices are brought into general use the snags appear, and what initially looked like a blessing is seen to be a curse.

I do not care to visualise the state of things that is likely to ensue on a general adoption of this invention and its use in busy streets. Imagine Oxford-street, London, during the rush time on a winter evening if every car were equipped with this multi-coloured signalling invention! It would be very much like a fireworks display but my main objections to it are based on more practical considerations.

Inviting More Rules

In the first place, I think it unwise to complicate any system when something simpler is more effective and less likely to lead to confusion and accident.

We know that it is not every driver who can be depended upon to give the correct warning of his

OFFICIAL HIGHWAY REPORT.

Statement by the Committee of the Automobile Club of China.

Much has been said pro and con regarding the possibilities of the new Shanghai-Hangchow Highway, but the appended statement prepared by the Automobile Club of China as to actual and potential conditions, should prove of more than passing interest both to foreign and Chinese motorists.

Total length from Shanghai to Hangchow 216 Kilometers (134½ miles).

Shanghai-Minghong.—23½ Kilometers (18 miles). This section has been in existence for many years and is built of broken brick and cinders. The road surface is good. The existing toll was done away with as far as private motor vehicles are concerned on October 10, 1932. The Minghong road is reached from Route de Zikawei by crossing the Route Ghisl Bridge or Zikawei Bridge and (in each case) taking the first turn to the right.

Minghong Ferry.—Consists of a jetty, a landing bridge and a pontoon on each bank of the Whangpoo River. A steel ferry boat driven by a Diesel engine, and a wooden ferry boat operated by yuloh, carry vehicles across the river. Three ordinary sized motor vehicles are carried by either of the ferry boats—loading and unloading is completed in a few moments and the crossing occupies approximately 5 minutes. There are gasoline service stations at Minghong on both sides of the Whangpoo.

Minghong-Cholin.—21 Kilometers (18 miles), recently constructed of broken stone with surface of cinders or crushed shells. The surface is in places very soft. Wide enough for vehicles to pass each other without difficulty. Ten kilometers from Minghong the road passes through Nanchiao. Gasoline service station at Cholin.

Cholin-Chapoo.—47 Kilometers (29½ miles). This section is narrow and cars may only pass when proceeding dead slow. The top of the old sea wall is used for the road for several miles after which it skirts the single hill just beyond Kingszen and the range of hills at Chapoo. The road bed on the top of the sea wall is solid and has been surfaced temporarily with broken shells. After leaving the sea wall the road bed which is surfaced with broken shells and cinders, becomes soft and treacherous. Gasoline service stations at Kingszen and Chapoo.

Chapoo-Hangchow.—118 Kilometers (73½ miles). The whole of this section of the road has been in use by motor buses for some time. Wide enough for single line of traffic only until approaching Hangchow. The road bed is hard, but in places the loose cinder top surface and numerous sharp curves make the greater part of the road dangerous for motor vehicles driven at high speed. From Chapoo the next town is Maiven (11 miles—18 kilometers) and from there to Kampu (12 miles—20 kilometers). The road runs along the sea wall from Chapoo but here enters the countryside in order to skirt the long range of hills at Kampu. Work is at present in progress cutting out a number of the bends in this section, but the road is still extremely dangerous for fast travel as far as Haining and some distance beyond. From Kampu to (tres) and care has to be taken slowing down through the latter place. Policemen with green and red flags are stationed at either end of the village to direct traffic which can only travel single file in one direction only. Gasoline service station at Haining. At Hukatou some miles beyond Haining a road branches off to the right (to the Hangchow Railway), but the Hangchow road goes straight ahead and on approaching Hangchow widens for the last 15

intentions to other traffic, even with the infinitely simpler systems of signalling now in use. How much more likely is even the most careful and painstaking driver to fall into error when he has under his hand a device that depends for its effectiveness on human accuracy?

What can be simpler than the electrically operated and illuminated semaphore arms which are now so widely used? In combination with a "Stop" light behind the car they give all the indications that are necessary for the information of other traffic.

From another point of view I am sorry this device has been introduced. The more there are of such accessories, the more likely are we to be hampered by regulations of the Ministry of Transport, which is the last thing we want.

The motoring community is intensely interested in working out its own salvation, and desires nothing more than to be left as much as possible alone to do it. Anything, therefore, that invites interference from the authorities is unwelcome.

miles or so and the surface is much improved although soft in places. The road into Hangchow passes through the old gate and then in various directions according to the destination of the traveler.

Comment on the Newer Highway Sectors

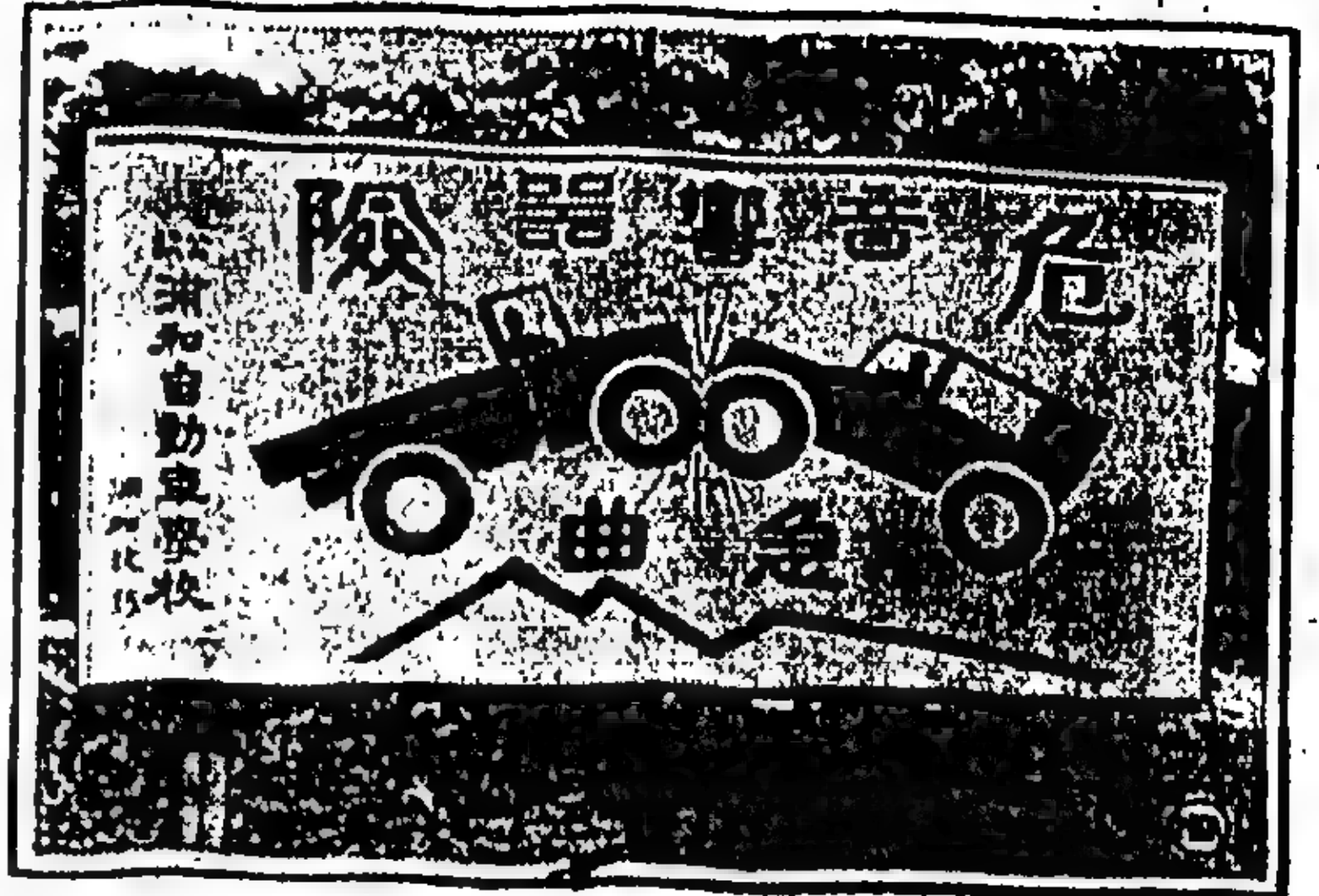
As previously stated the section of the road from Minghong to Chapoo is newly constructed and the surface is very poor in places extremely treacherous when travelling at speed. The road suffered considerably as a result of the traffic on the opening day and although travel was fairly comfortable on the outward journey, speed had to be reduced on the homeward journey and bad bumps were frequent. It is probable that after a few days heavy rain considerable portions of this section of the road will be dangerous if not unusable.

From Chapoo to Hangchow had curves and the loose cinder surface, which is inclined to collect at the sides and in the centre of the road render cautious driving essential. Travelling after sundown cannot be recommended on any portion of the road with the exception of the section Shanghai-Minghong and the last 15 miles before reaching Hangchow. Passing other motor vehicles travelling in the same direction is extremely dangerous and cannot be carried out in safety unless the vehicle in front draws to the side of the road and comes to a stop. Motor buses operate along the whole length of the road but they travel fairly fast and it is only possible to pass them when travelling in the same direction at the various stopping stations.

The whole length of the road standard road signals indicating from Shanghai to Hangchow are abundantly supplied with excellent "dangerous slopes," "dangerous curves," "dangerous bridges," "road crossings," "railway crossings," etc. and kilometre signs run from Shanghai to the Kiangsu border near Kingszen, approximately half way between Cholin and Chapoo at which place Chekiang Province is entered and the kilometre stones then register the distance from Hangchow.

The road can be used, subject to

UNREADABLE, BUT CLEAR.



Motorists travelling on highways around Tokyo, Japan, often encounter the traffic sign above. Although they are unable to read it, the meaning of it is clear. This type of graphic warning to motorists is common throughout Japan, and probably accounts for that country's excellent safety record.

the reservations above mentioned, and possible deterioration of road surface as the result of traffic, by all vehicles, provided speed is regulated to suit the road conditions from place to place, which means an average speed over the whole length of the road from Minghong to Hangchow of not more than 20 miles per hour, and Members are warned against endeavouring to emulate the feat of earlier travellers who were able to complete the journey with practically no traffic on the road and before the surface had been subjected to any wear and tear. In dry weather dust is exceptionally bad.

Chinese Hostile to Motor "Caravans"

On October 10th, between Minghong and Chapoo the Chinese appeared to be hostile in places and enquiries elicited the information that this was due to the clouds of dust which covered their crops. In places the farmers were observed watering the road for stretches of half a mile and more. It should also be borne in mind that the Chinese on certain sections of the road are unused to fast moving traffic. The most important factor for comfort on any section of the road is careful driving, and preparedness to meet any emergency resulting from soft road surface or dangerous curves. A day's return journey from

Shanghai cannot with comfort extend beyond Chapoo or possibly Haiyen and Kampu according to weather and road conditions, and provided an early start is made.

At Kingszen, half way between Cholin and Chapoo, there is a lone hill which may be made the day's turning point, or at Chapoo a long range of hills. As Haiyen there is beautiful wooded countryside and at Kampu a long range of hills. Hangchow Bay is in sight as far as Kampu, and is within a short distance of the road at any point.

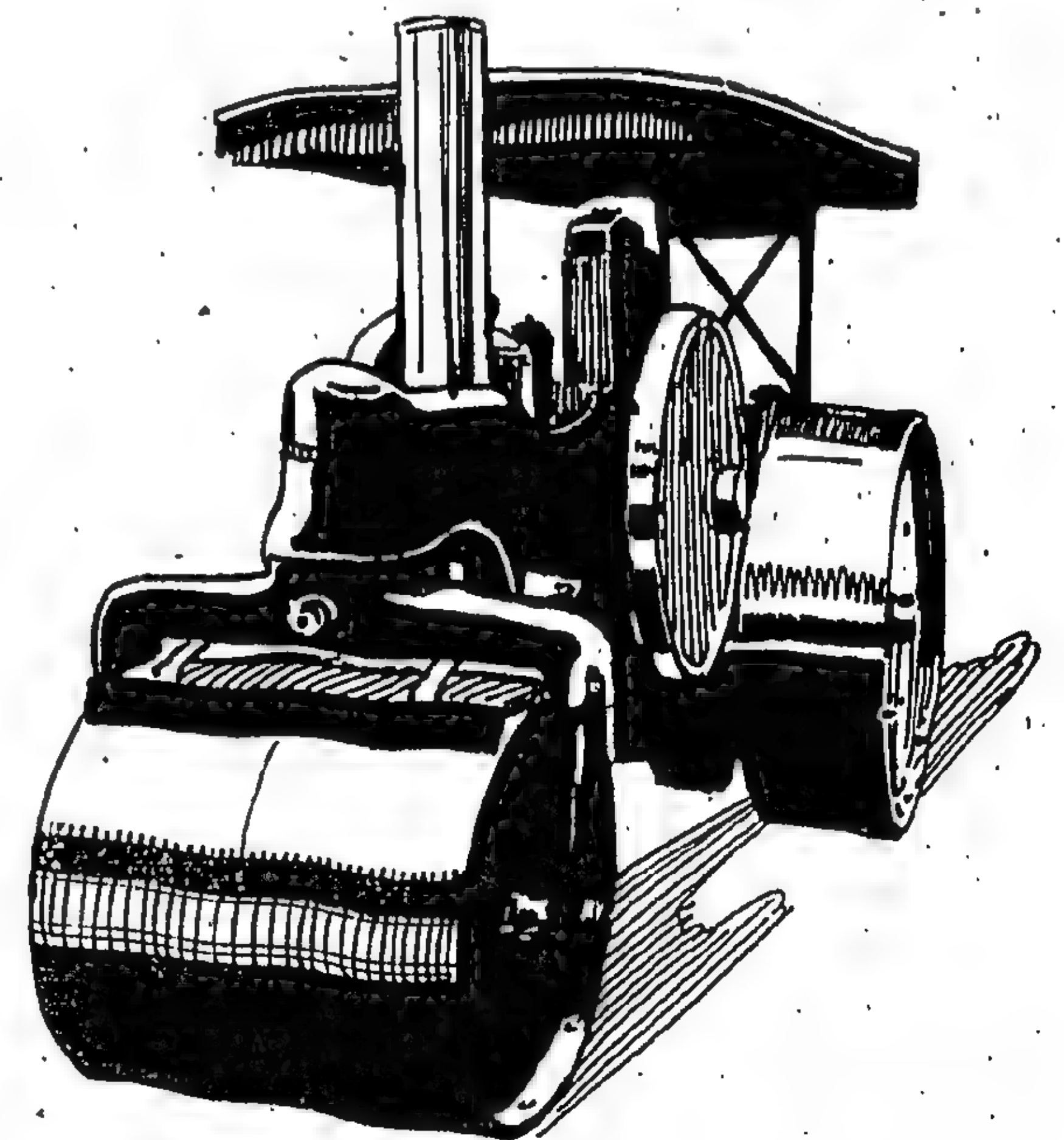
There is no hotel accommodation between Shanghai and Hangchow and no food can be procured with the exception of eggs, and, at the numerous Chinese temples, tea.

No facilities appear to exist on the road for repairs of any description.

A Chinese license issued by the Municipality of Greater Shanghai is sufficient to cover this road and the connecting Hangchow-Nanking, Nanking-Wuhu and Hangchow-Hvelchow roads. It is possible that a new system of tolls may be introduced at the beginning of 1933, but for the present none are payable for private motor vehicles.

No rule of the road is published, but all traffic appears to observe Shanghai practice, i.e. keep to the left.

A recent order for six rollers has been placed in Shanghai.



RUSTON DIESEL ROLLER.

Forty years on the hard road to experience.

Sole Agents.

REISS MASSEY & Co., Ltd.

7, Queen's Road Central, Hongkong.

CRUDE OIL MOTOR 'BUSES

GARDNER ENGINED TILLING-STEVENS 'BUSES

OVER ONE HUNDRED OF THESE ARE IN USE

BY THE CHINA GENERAL OMNIBUS CO.

SHANGHAI.



Agents:—DODWELL & CO., LTD.

Hongkong.



ANNOUNCING



Two Improved

1 1/2 and 2-Ton Ford Trucks

These new chassis are entirely different units from the Model AA and have been improved in many respects over the Model AA—they are sturdier, have increased horse-power, are more speedy and more efficient, and are of an entirely new design.

1 NEW REAR SPRINGS

50-inch semi-elliptic type freely shackled at each end. Supports frame 25 inches back of axle. Counteracts frame flexure and side-sway of long bodies.

2 REAR AXLE

56 1/2" tread—permits mounting wide bodies and contributes to roadability. Strong axle housing. Extra heavy spring seats. Double bearings in each hub under load centre.

3 FRAME

Width, length, and depth provide adequate body support for all road and load conditions.

4 DRIVE SHAFT

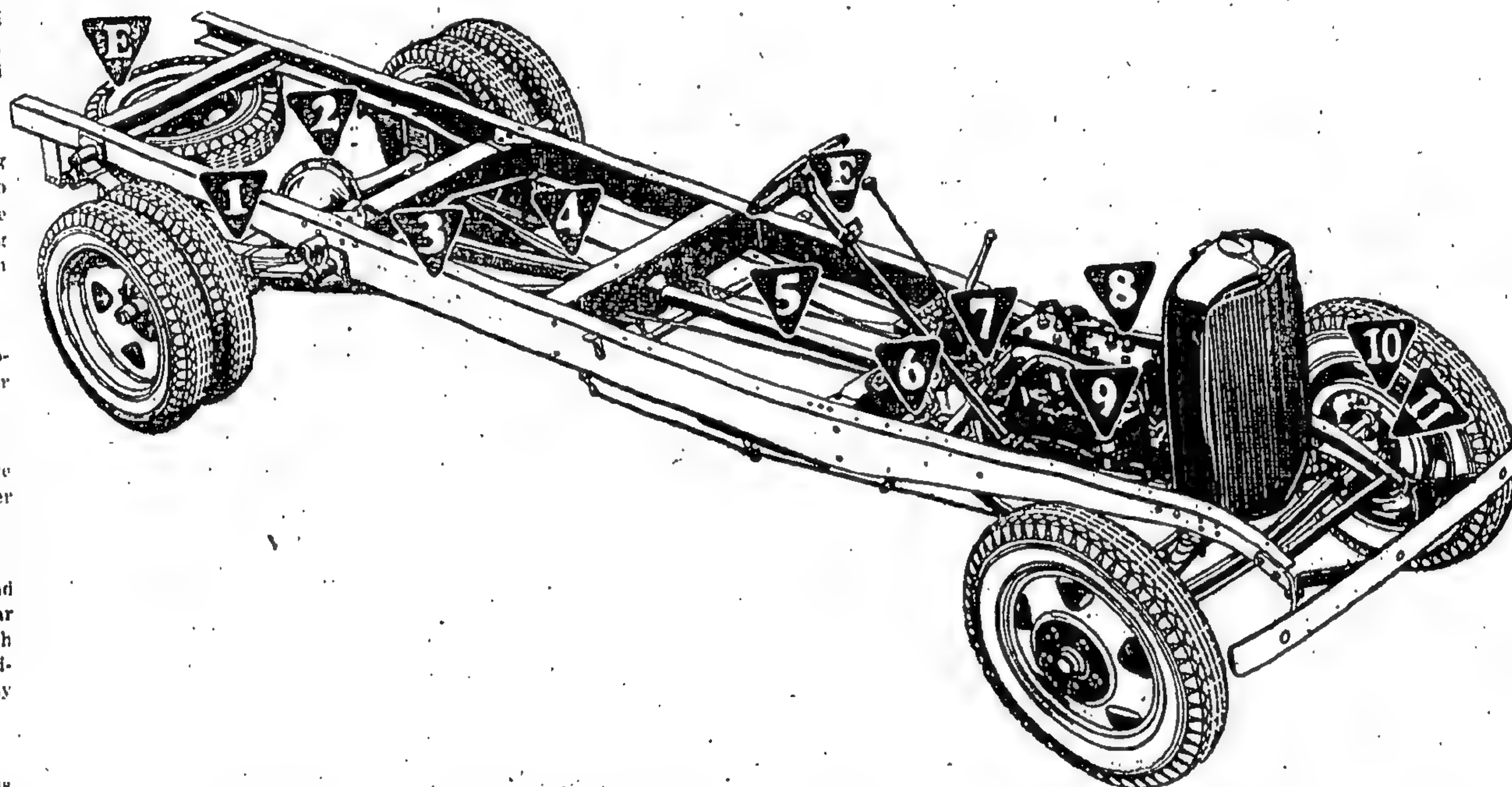
2 inch tubular steel—large forged splines—double roller bearings.

5 COUPLING SHAFT

(between transmission and drive shaft)—2-inch tubular steel—large universal at each end—large forged splines. Bipartite coupling permits easy removal for service.

6 FRONT RADIUS RODS

attached to heavy main cross member of frame with ball and socket mounting. Rubber insulation between ball and socket.



7 CLUTCH THROWOUT BEARING

Heavy duty ball bearing type. Easily lubricated by grease cup extending through floorboard.

8 50 HORSE POWER ENGINE

Sturdy crankshaft, machined valve ports, large intake manifold. New power, speed and economy.

9 FUEL SYSTEM

Mechanically operated. Ford-designed fuel pump with combined sediment trap and filter—illuminated fuel gauge on instrument panel—17 gallon tank of terno plate, electrically welded, under driver's seat.

10 BRAKE DRUMS

Cast alloy iron. Ned hardness and rigidity for long trouble-free service.

11 FRONT HUB AND DRUM

Integral unit construction. Maintains accuracy of front brake alignment.

12 EQUIPMENT

(with chassis)—Spare wheel carrier integral with chassis frame—complete instrument panel and electrical system—Cowl assembly—coincidental steering and ignition lock—Complete tool equipment—Front fenders and running boards standard equipment—5 tapered disc steel wheels. Tires—Front 6.00-20 Balloons; Rear 32-6, 8-Ply—High Pressure. Dual wheels 6.00-20 front and rear. All tires interchangeable. Spare wheel with tire and tube.

Engineered for Economy of Operation and Upkeep

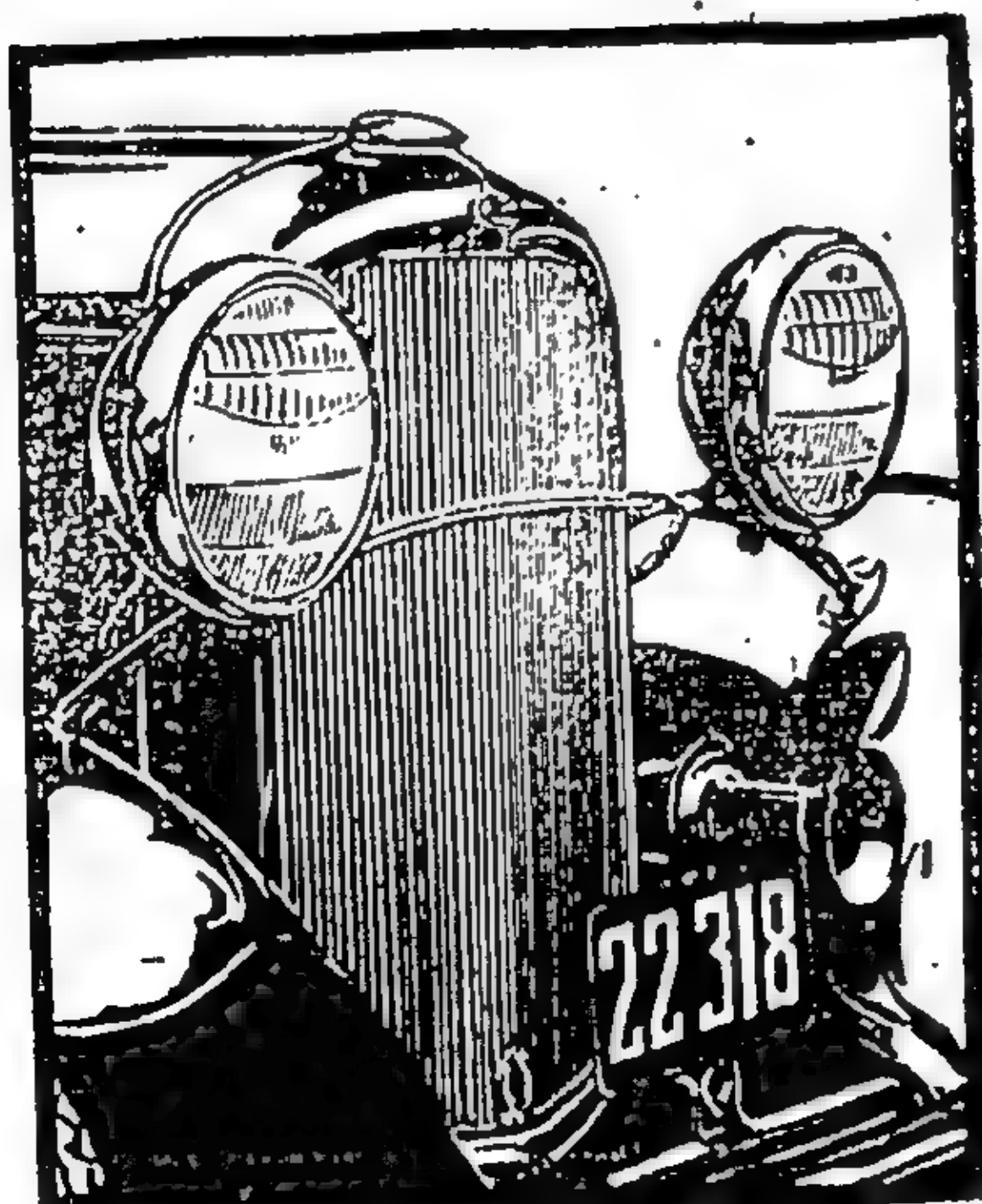
MORE POWER

MORE SPEED

NEW DESIGN

COUPLING AND

DRIVE SHAFTS



NEW SEMI-ELLIPTIC

REAR SPRINGS

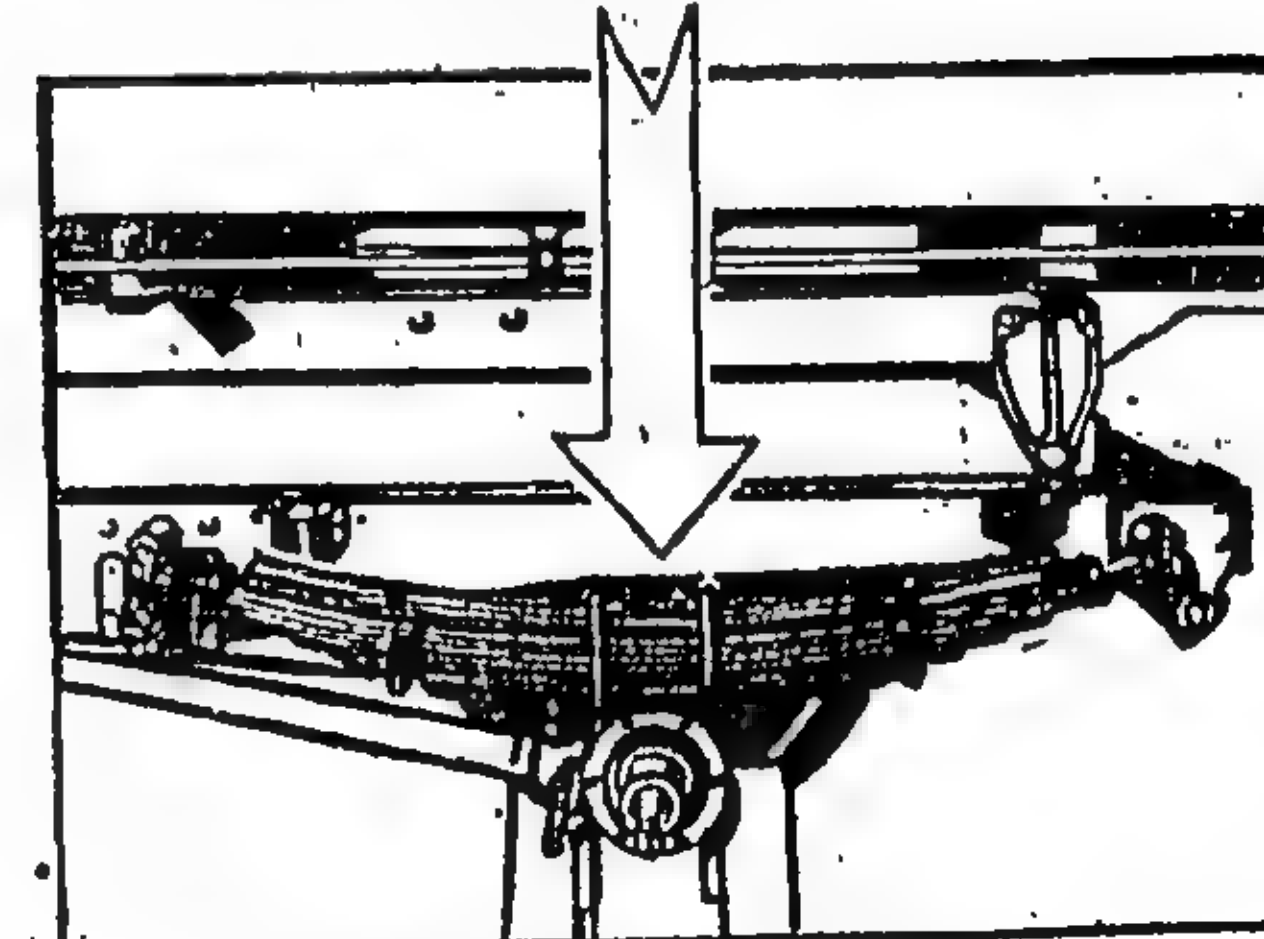
LENGTHENED FRAME

CAST ALLOY

BRAKE DRUMS

AUXILIARY SPRINGS

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AN ASTONISHING INTERPORT

(Continued from Page 8.)

played a game unworthy of Interport football, but that Johnson was no better.

Bryant and Cheng combined to form a very useful right wing and most of the danger to the Probables defence came from this direction. Bryant's finishing was in-conclusive, but Cheng was persistently placing the ball neatly in the goal—affording his colleagues innumerable chances of improving the occasion.

MULLANE OVERWORKED.

Mullane, because of the injury suffered by Strange and his consequent loss of form, together with the trickiness of Lawson and the speed of Duncan, was given a very busy afternoon, and on the whole came through with a fair amount of credit, although he was half-hearted in clearing and not always certain in his tackling.

Duncan put in some good work, and three times brought the best out of Rodgers with stinging drives from acute angles. His Excellency the Officer Administering the Government (Hon. Mr. W. T. Southern), kicked off, and the Rest were quickly on the attack. Johnson being prominent with two fast dashes through the defence. The game was young when he seized a through pass and making ground in fine style broke through to beat Rodgers, although his final shot was badly directed and if Rodgers had come out of goal, he would probably have covered it with ease. This was the only bluish in the Interport captain's display.

GOALS MISSED.

Those who expected the Probables to pull themselves together after this reverse were doomed to disappointment. The Rest took the game into their hands, and swarmed round the opposition goal. John on missed two easy chances of scoring whilst inaccuracy saw a number of useful shots go wide of the mark.

The second goal, however, was inevitable, and although Bryant put the finishing touches to it, the credit must go to Cheng Sui-hung, who beat Rodgers all the way with a cross-shot the ball hitting the inside of the upright to bounce out and finally fall at the feet of Bryant. If the Rest had finished four goals to the good in this half they would not have flattered, for they had 70 per cent. of the game. It was rather disturbing to discover the inability of the Rest to pull themselves together. They made their periodic raids to the opposition area, but were seldom dangerous even before goal. During the first half Howe made a bad mess of two glorious opportunities, whilst Gosano should have scored when he cut in but he refused to take a first time shot from a perfect position.

PENALTIES SAVED.

There were some sensational incidents in the second half, when the Rest were awarded two penalties in quick succession. The first resulted from Bryant being sandwiched on his way to a certain goal, but Rodgers magnificently cleared Lawson's drive, and the second came from Strange handling, when Bryant saw his first shot equally well saved by the gallant Rodgers.

After these disappointments, the Rest as an attacking force began to fade out and the Probables took up the running. They got as far as the penalty area and then Allan and Lau Mau stepped in with fine judgement and precision, whilst beyond them Lam Kent a clever goal. It was left to Sun to match the point which reduced the arrears, and his was a delightful goal, a left footed drive with the ball entering the top corner of the net.

The final exchanges were dull and patchy with fruitless raids on both goals.

Teams: Interport Probables:—Rodgers; Mullane and Strange; Bliss, Wong Mee-shun and A. Duncan; B. Gosano, Sun, Kam-shun, Howe, Jones and Baldry. Rest:—Lam Tin-chun; Allan and Lau Mau; Leung Wing-chui, Pardo and Tong Kwan; Cheng Suk-hong, Bryant, Johnson, Lawson and Duncan.

MANCHUKUO LOAN.

TOKYO BANKERS TO LEND 20,000,000 YEN

Tokyo, Nov. 11. A syndicate of Tokyo bankers yesterday accepted Manchukuo's request for the flotation of five per cent bonds amounting to 20,000,000 yen. The loan will be formally placed on Saturday and the bonds issued early in December.—*Reuter.*

HOUSE OF LORDS

DRASTIC SCHEME OF REFORM PROPOSED

London, Nov. 11. Drastic proposals for the reform of the House of Lords are made by an unofficial joint committee of Conservative Peers and Commons, under the chairmanship of Lord Salisbury.

The reforms include the election of members of the House of Lords, partly by Peers and partly by members of county and county borough councils.

They include also seats for women and incomes of £300 a year for Labour Lords.

Another recommendation is that any Bill, other than a money Bill, may be vetoed by an absolute majority of the Lords and cannot be submitted again by the Commons until after a general election.

The membership of the House of Lords will be reduced from 750 to 320 and the Peers not elected to the Upper House will be eligible as candidates for membership in the House of Commons.—*Reuter.*

M.C.C. V. VICTORIA

VISITORS START BADLY

Melbourne, Nov. 11. The M.C.C. team to-day commenced their match against Victoria. The weather is cloudy but the wicket is perfect.

Victoria won the toss and elected to bat. The innings opening before an attendance of three thousand. Runs came slowly, and at lunchtime Victoria had 90 for two wickets, one of which was M. W. Woodfull's. The Australian skipper made only five.

After lunch the attendance increased to 10,000. Thanks to the splendid batting of Onkley, Victoria was saved from disaster and the innings totalled 231. Onkley made 83 and was not out. He cut and drove nicely and was batting for two hours. He hit eight fours.

Of the English bowlers, Allen took four wickets for 45 and Voce four for 55. The M.C.C. opened with Allen and the Nawab of Patani, and lost them both. Allen made 15 and the Nawab only six.

Stumps were drawn at 41 for two wickets.—*Reuter.*

MAKE BELIEVE

JAPANESE ARMIES CLASH IN NARA DISTRICT

Tokyo, Nov. 11. Following final dispositions last night, 40,000 troops, composing opposing armies, commenced active operations at the annual grand manoeuvres at daylight this morning.

General Minami's northern army, representing portion of the attacking force, are advancing to the south from the Fukui coast of the Japan Sea, while the southerners, under General Honjo, are hastening from the direction of Okayama and Wakayama, for the purpose of repelling them.

The two armies clashed this morning in the district east-south-east of Nara.

The Emperor has taken up his headquarters at Osaka castle.—*Reuter.*

WEST INDIES DISASTER

1,000 KILLED: CROPS DESTROYED

New York, Nov. 11. It is estimated that a thousand persons have been killed in a hurricane which has done enormous havoc throughout the West Indies.

According to a message from Camaguey, Cuba, enormous damage was done. A Havana newspaper estimates that 300 perished at Camaguey alone.

It is also estimated that fifty per cent. of Jamaica's banana crop was destroyed.

A number of vessels, including a Cuban gunboat, were sunk in different harbours.—*Reuter.*

THE DISARMAMENT PROBLEM

BRITISH SPEECH PLEASES GERMANY

Berlin, Nov. 11. A deep impression has been created by Sir John Simon's speech in the House of Commons last night. A Foreign Office spokesman terms it a "tremendous advance" but indicated that Germany would not participate in the Disarmament Conference until France and other countries endorse the Simon pronouncement.

Moreover, Germany would not guarantee to renounce her claim for a revision of the peace treaty, nor enter an "Eastern Locarno".—*Reuter.*

E. F. FINCHER THUNDER'S SECRETS

BATS BRIGHTLY

LAY FLAYS CUB BOWLING

K.C.C. ON TOP

Kowloon are in a commanding position in the two-day fixture with the Hongkong Cricket Club which commenced yesterday on the Hongkong ground.

At the close of play, the Kowloon C.C. had five wickets in hand and were 54 runs in excess of their opponents' total.

The K.C.C. batted first, and compiled 144 runs. J. P. Whitlam was the top scorer with 34, and Duckitt followed with 30. Rido and Lova both entered the twenties. Burnett did the damage, claiming five victims for 35 runs.

A. T. Lay again came to the rescue of Kowloon, after E. C. Fincher had been dismissed for three runs, and rattled up 50 in quick time. His innings included three sixes and six boundaries. Thereafter, E. F. Fincher and N. A. E. MacKay carried on the good work, and Fincher is still undefeated with 73 runs, the result of a sparkling innings, while MacKay gathered 40. The match will be continued this afternoon.

Yesterday's scores follow: Hongkong C.C. 1st Innings. E. R. Duckitt, c Perry, b Burnett 30; H. J. Armstrong, b Burnett 23; L. T. Rido, c Burnett, b Burnett 23; D. S. Harley, c Lay, b Burnett 13; J. P. Whitlam, b Goodwin 34; T. Hayward, c Lay, b Goodwin 33; H. J. D. Lowe, c Perry, b Burnett 24; A. C. Beck, c E. C. Fincher, b Lay 4; L. L. L. 4; G. E. R. Divett, b Burnett 4; G. S. Dunkley, c Goodwin, b Lay 8; C. V. R. Sargent, not out 1; Extras 3.

Total 144. Fall of wickets:—1 for 0; 2 for 49; 3 for 53; 4 for 55; 5 for 88; 6 for 113; 7 for 118; 8 for 131; 9 for 142; 10 for 144.

Bowling Analysis. O. M. R. W. Burnett 14.2 36 0 3; Lay 11 37 2; MacKay 11 3 38 1; Goodwin 11 31 2.

Kowloon C.C. 1st Innings. E. C. Fincher, b Beck 30; A. T. Lay, c Divett, b Sargent 73; E. F. Fincher, not out 73; G. Perry, c Whitlam, b Beck 6; I. MacKay, run out 6; N. A. E. MacKay, c Armstrong, b Beck 40; W. C. Hume, not out 10; Extras 10.

Total (for 5 wickets) 193.

PATERSON'S CENTURY.

What is believed to be a local record partnership for the wicket was created by R. S. W. Paterson and J. E. Pitter of the Hongkong Cricket Club junior eleven, in a two-day match against Kowloon on the Peninsula yesterday, where the hosts were heavily overwhelmed on the first day's play.

Paterson played bright cricket and was undefeated at the close of the innings with 134 runs to his credit. His knock included 24 fours and together with Pitter, he put on 161 runs for the eighth wicket before the pair were separated. The total reached 316 runs when the last wicket fell.

F. S. W. Smith was difficult to play, and returned the best analysis with eight for 57. He also saved the Kowloon batting from total collapse although, at the close of play, they had lost six for 52.

U.S. FLAGSHIP ARRIVES

ADMIRAL TAYLOR ON BOARD

The U.S. flagship Houston arrived from Shanghai at 7 a.m. today, with the American Commander-in-Chief, Admiral M. M. Taylor, aboard. Accompanying the U.S.S. Houston was the yacht Isabel. At 8 a.m. the Houston fired a salute of 21 guns to the country, the salute being returned.

The American flagship will remain in Hongkong for probably a fortnight, and will then proceed to Manila.

MORE PROTECTION

INDIAN TARIFF AGAINST NON-EMPIRE GOODS

New Delhi, Nov. 11.

Well informed circles believe that the report of the Indian Tariff Board which is now complete, will recommend additional protection for Indian industry by raising a tariff against non-empire goods.—*Reuter.*

Among the wreaths deposited at the Consulate yesterday on behalf of the Services, was one left on behalf of the Royal Fleet Auxiliary service of the Admiralty, by Mr. E. M. Itas, D.S.C., a Chief Officer of one of the local vessels.

RESEARCH BY WEATHER EXPERTS

Secrets of thunderstorms and the determination of the height of fogs are among the matters dealt with by the Director of the British Meteorological Office in his annual report just issued.

Efforts to determine the velocity of air-currents in thunderstorms are being made. Balloons carrying instruments are sent up into thunderstorms and at a predetermined height, the instruments are released and fall gently by means of parachutes. The instrument carried by the balloon records its height on a drum driven by clockwork.

Instruments have been distributed to certain stations where they are kept ready to be sent up immediately a thunderstorm passes over the station.

During the year 14 soundings were made, but none succeeded in reaching the active part of a thunderstorm.

Of the 32 soundings made in the upper atmosphere 21 yielded results, but the instruments were lost on the 11 other occasions.

Attempt to determine the height of a fog by means of light-measuring instruments in a captive balloon have been continued, and it is hoped to find some simple means of registering the height of a fog.

TO WED SAME MAN TWICE

CHANCE MEETING AFTER 10 YEARS

Few women marry the same man twice, but that is what Mrs. Sylvia Isaacs, of Queen's-gate, S.W., is to do.

The marriage will be the happy ending to a broken romance of ten years ago.

In 1922 Mrs. Isaacs, who was then 22, divorced her husband, Mr. Michael Angel Isaacs.

Met by Chance. A few months ago they met by chance at the wedding of a mutual friend. A reconciliation took place and they decided to put back the clock—over ten years.

All their friends are delighted, nobody is more delighted than their little son Leo, who thinks it will be "grand to have a daddy again."

Notice of the marriage has been given at the Kensington Registrar Office. Mr. Isaacs is described as a director of sales, living at Thurleigh-road, Balham.

Mrs. Isaacs is a sister-law of Mr. Jack Waller, the theatrical manager.

NEWCHWANG AFFAIR.

ARMY'S THANKS FOR MRS. PAWLEY'S RESCUE

Tokyo, Nov. 11. Colonel James, the British Military Attaché, under instructions from Field Marshal Sir George Francis Milne, Chief of the British Army General Staff, visited Field Marshal Prince Kanin, Chief of the Japanese General Staff, yesterday, and on behalf of the British Army thanked the Japanese Army for the recent successful rescue of the two Britons, Mrs. Pawley and Mr. Cokran, from the hands of bandits near Newchwang.

Colonel James also handed the letter of thanks of the British Ambassador, Sir Francis Lindley.—*Reuter's Special.*

Observatory returns show that during October the average mean temperature was 70.1, the highest being 85.9 and the lowest 63.2. There were 165.7 hours of sunshine, and 0.68 in. of rain, while the average humidity was 71.

A competitive examination for the Indian Civil Service, open to all qualified persons, will be held in London in July and August, 1933, and copies of the regulations, syllabus of examination, and forms of application to be filled up by the candidates may be seen on application at the Colonial-Secretary's office.

Harpischoord of the Bach Cantata Club London. Violin Solo—First Movement of Violin Concerto in E Major (Bach). Bratza (Violinist) with Strings and Harpischord of the Bach Cantata Club London.

Romeo & Juliet (Fantasy) (Tchaikovsky) played by the Philadelphia Symphony Orchestra conducted by Leopold Stokowski. (This suite is kindly loaned by a Listener and played by request.) Chorus—Nightingale Chorus ("Solomon") (Handel). Choir and Orchestra of the Bach Cantata Club Harpischord—(a) Prelude (b) Almand (c) Corant (d) Minuet from First Harpischord Suite (Purcell). Rudolph Dolmetsch.

8.45-11.30 p.m. Approx. Relay of the Symphonic Concert from the Peninsula Hotel by Courtesy of the Management. (During the intervals Recorded Music will be Broadcast from the Studio.)

11.30 p.m. Close Down. (All records in the above European programmes, with the exception of the suite loaned by a Listener, are from Z.B.W.'s Library.)

RADIO BROADCAST

PROGRAMMES FOR THE WEEK-END

From Z.B.W. on wave-length of 355 metres (8.6 k/c).

4-5.30 p.m. A Running Commentary of the Football Match between the Kowloon Football Club and the South Wales League, by courtesy of the Kowloon Football Club and the Hongkong Football Association.

5.30-7.30 p.m. Chinese Recorded Programme. 7.30-8 p.m. Variety.

Vocal Gems from Erik Charell's White Horse Inn. Light Opera Company C229. Song—"Zigzag" from "Bitter Sweet."

Reggy Wood (Soprano) B3144 Orchestral—O. Malden, My Maiden. Marek Weber & His Orchestra B3333 Song—Mimi from "Love Me To-Night."

Maurice Chevalier 24053 Organ Solo—Just Like Derby & Joan. Reginald Foort B2716 Song—"If Love Were" all from "Bitter Sweet."

Ivy St. Heller B3144 Orchestral—The Child from Alsace. Marek Weber & His Orchestra B3333 Song—"The Poor Apache" from "Love Me To-Night."

Maurice Chevalier 24063 8 p.m. Local Time & Weather Report Etc. 8.30-8.45 p.m. "H.M.S. Pinafore" (Gilbert & Sullivan) 1st Act, recorded under the direction of R. D'Oyly Carte. 9037/0941

8.45-9 p.m. Suite Française (Foulds) played by the Band of H.M. Coldstream Guards conducted by Lieut. R.G. Evans. B2751/2

9-9.30 p.m. From the Studio. A Pianoforte Recital by Miss Mary Brown.

9.30-11.30 p.m. Dance Programme. Fox Trot—Love Letters In The Sand. Fox Trot—It's A Long Time Between Kisses. 22709

Fox Trot—If I Had To Go On Without You. Fox Trot—When You Press Your Lips To Mine. 22708

Fox Trot—Heehee Jeebies. Fox Trot—Deep In Your Eyes. 22709

Waltz—When The Sun Goes Down. Fox Trot—You Didn't Know The Music. 22800

Fox Trot—Time On My Hands. 22830

Fox Trot—On The Beach With You. Fox Trot—Buffalo Rhythm. 22749

Fox Trot—Bow Down to Washington. Fox Trot—Alma Mater. 22833

Waltz—Poor Little Gigolette. Fox Trot—Cupid's Holiday. 22850

Fox Trot—Now That You're Gone. Fox Trot—If I Didn't Have You. 22807

Fox Trot—Kinda Like You. Fox Trot—Drums in My Heart. 22915

Fox Trot—That's Living. Fox Trot—Sometime in Summertime. 22914

Fox Trot—Ploddy's Home. Waltz—You're My Only Sweetheart. 22835

Fox Trot—There's Something in Your Eyes. Fox Trot—Dancing On The Ceiling. 22912

Fox Trot—One Little Quarrel. Fox Trot—There's A Blue Note in My Love Song. 22873

Fox Trot—Home. Fox Trot—I Promise You. 22868

Waltz—Live, Laugh & Love. Fox Trot—Just Once For All Time. 22904

Fox Trot—Put Your Little Arms Around Me. Fox Trot—Lips. 22853

Fox Trot—That's Why Darkies were Born. Fox Trot—Hiding in The Shadow of the Moon. 22856

Fox Trot—I'm With You. Fox Trot—Sing Another Chorus Please. 22810

Waltz—The Kiss That You've Forgotten. Waltz—I'm Just A Dancing Sweetheart. 22700

10.30 p.m. Paddy Mid-Day Press News.

11.30 p.m. (Approx.) Close Down. (All records in the above European programmes are kindly supplied by Messrs. S. Moutrie & Co.)

SUNDAY'S PROGRAMME. 9.15-10 p.m. (Approximately). A Relay of the Armistice Sunday Parade Service from St. John's Cathedral. Order of Service.

Voluntary (Elgar). Hymn: No. 166 (Omitting V. 5). Lesson—Wisdom of Solomon 111, 1-6.

The Creed. Hymn: Kipling's "Recessional." Prayers. Hymn: "Oh-Vallant Hearts" Address. Rev. J. N. Lewis Bryan B.A.S.C.F. C/E.

Subject: "The Meaning Of This Day." Hymn: "For All The Saints" (Last Post "after V3, "Reveille" after V. 5).

National Anthem. Benediction. Voluntary. "Land of Hope & Glory."

The Band of the 1st Bn. of the South Wales Borderers, under the direction of Bandmaster J. T. Gocks, will play throughout the Service, and the collection will be given to Earl Haig's Fund for Ex-Servicemen.

11-12.15 p.m. A Relay of the St. Paul's Church Morning Service.

1 p.m. Local Time & Weather Report. 2 p.m. Close Down. 8-11.30 p.m. (Approx.) European Programme. 8 p.m. Local Time & Weather Report Etc. 8.30-8.45 p.m. Recorded Programme. Song—Like As The Love-Lorn Turtle (from "Atlantia"). Doris Vano (Contralto) with Strings and (Continued on Previous Column.)



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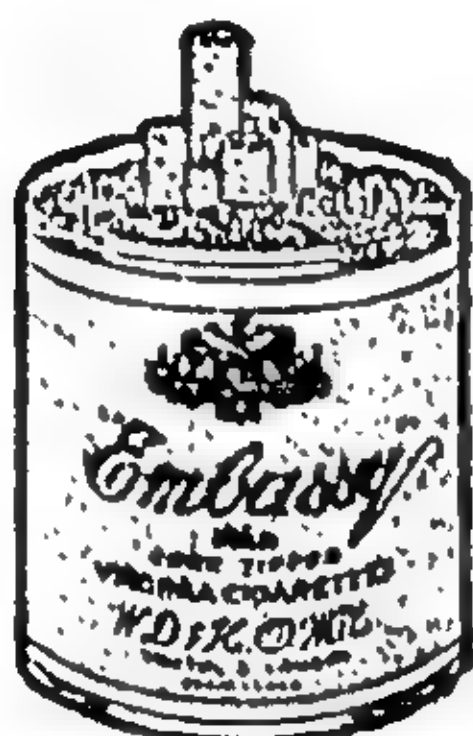
gives the greatest relief to both player and onlooker, since it not only removes all kinds of pain, headache, migraine, neuralgia, etc. in the shortest possible time, but renews the energies and regulates the circulation without damaging either the heart or kidneys.



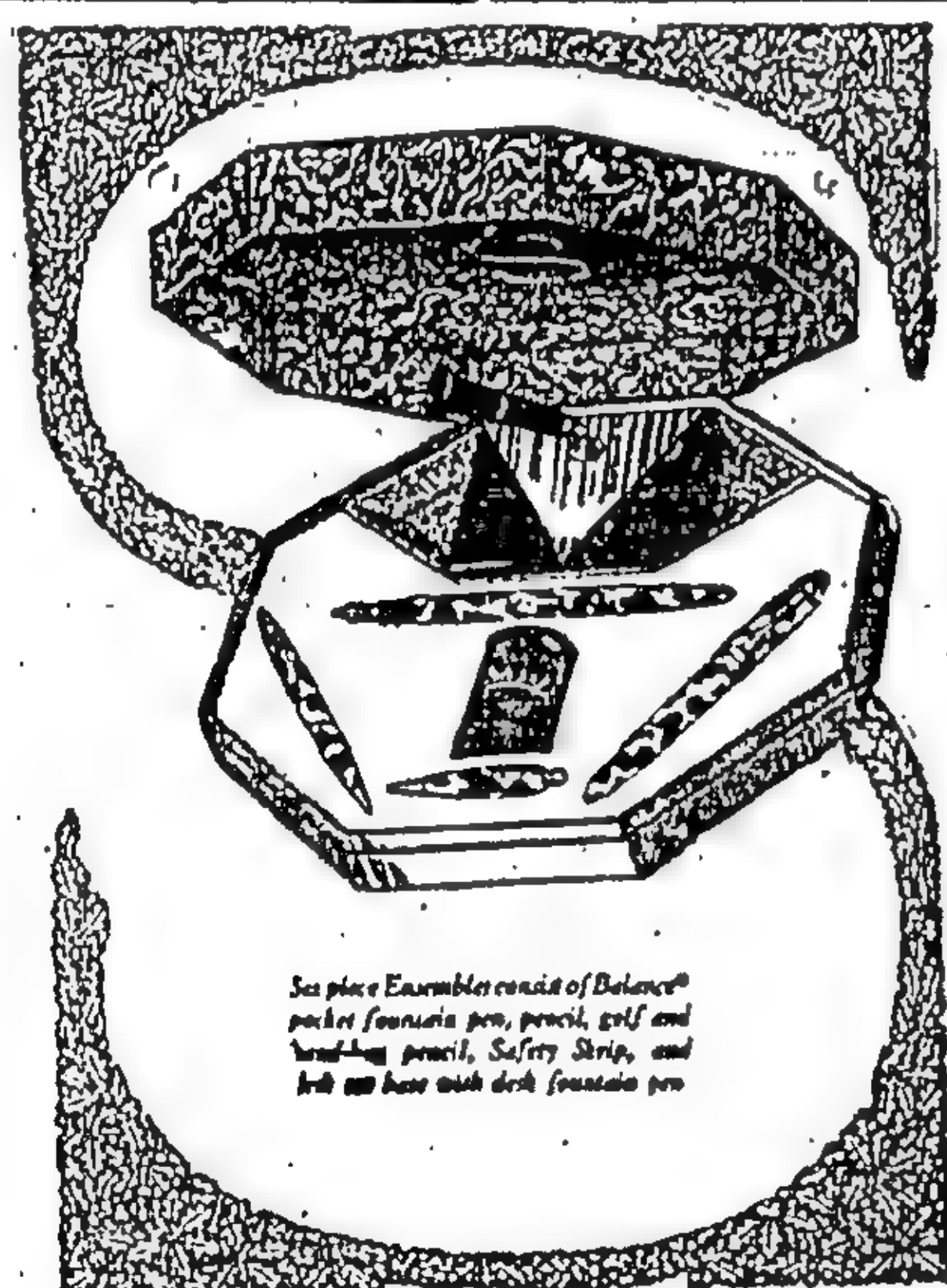
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THERAPION NO. 3

FORMER SPY WINS LIBEL ACTION

FIFTEEN MONTHS FOR
EX-EMPLOYER

For libelling Mr. "X" (a man who during the war was sentenced to penal servitude for life as a spy), Ronald Watson Black was at the Old Bailey sentenced to 15 months' imprisonment in the second division and to pay not less than £200 towards the £400 costs of the prosecution.

Mr. "X" had been employed by Black as a canvasser, but eventually was dismissed and opened a rival business. He complained that Black wrote a letter to clients stating that he (Mr. "X") was an ex-convict and had been dismissed for dishonest conduct.

To their verdict of guilty the jury added a rider that the letter was written under extreme provocation.

Replying to questions, Black said that he meant to convey by his phrase in the letter "reverting to type," that Mr. "X" was returning to dishonest practices. He thought he had gone to prison for something to do with dishonesty.

No Regret.

The Recorder: Have you any sort of regret for having dragged up this man's past?—I should regret it most terribly if I had not considered it my duty to do it.

Do you regret it now?—No, sir. Mr. J. D. Cassels, for the defence, said that Black had acted in a generous-minded manner and told Mr. "X" he would help him all he could. Was there no provocation when the man whom he had befriended turned and bit the hand that fed him? Mr. Cassels continued:

"On the one hand, you have the traitor, and on the other hand the soldier. If there is a conflict of testimony, at least give some consideration to the man who did his duty and not too much to the man who did not."

"Mr. 'X' was lucky not to be shot; so was Black lucky not to be shot; but on the one hand an honourable end in the service of his country and on the other the deserved end of a traitor."

Malice Alleged.

Mr. Comyns Carr, replying, said whatever the truth about Mr. "X's" past history, the allegations made against him by Black were neither true nor for the public benefit, but were actuated by the malicious motive of preventing Mr. "X" getting business in competition with him.

"I ask the jury," he said, "to say by your verdict that Mr. 'X', in putting his past behind him, is entitled to go forward in his endeavour to rehabilitate himself, as he has been trying to do for the past eight years."

Raking Up the Past.

The Recorder, in summing up, asked, "Is there never to be a time when a man who has served nine years' penal servitude is to be allowed to forget the wicked thing he has done?"

In passing sentence he described the letter as a wicked and malignant libel, one of the worst he had ever known.

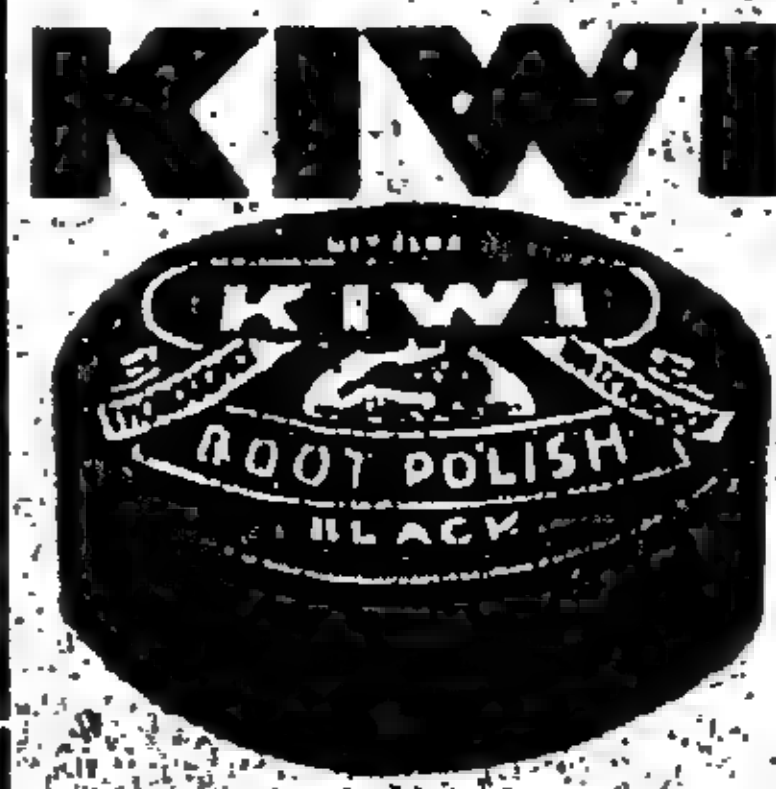
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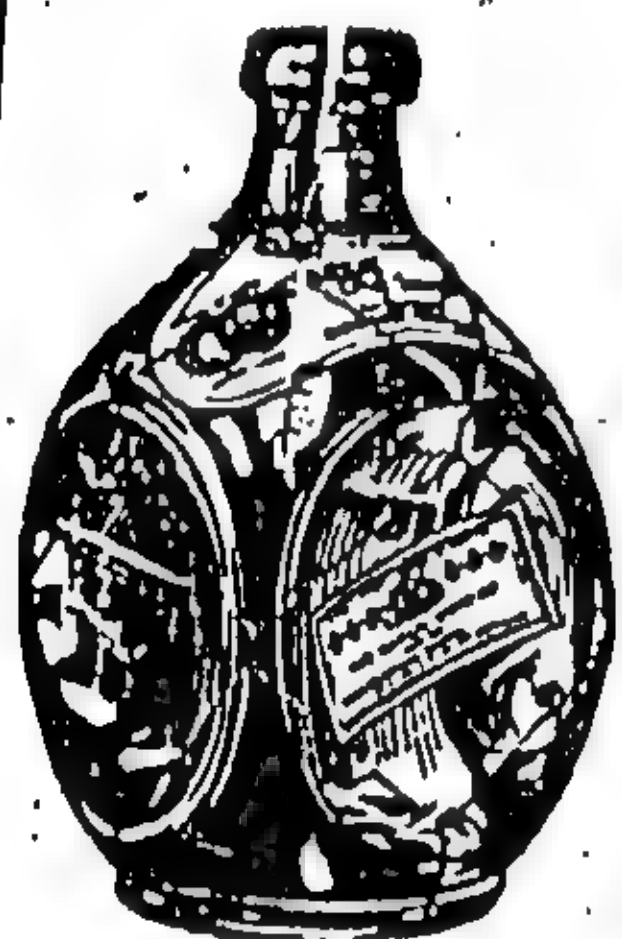
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EARL'S COMPLAINT

When summoned at Axbridge, Somerset, for employing two male servants without licences, the Earl of Carnwath wrote:

"There is no reason why a house-holder should be taxed for a pair of trousers and not for a petticoat."

"In view of the heavy taxation under which we are now groaning, local authorities should not enforce such an obsolete tax."

The complaint was that he had not taken out licences respecting a butler and a chauffeur-gardener.

Mr. A. S. March representing the Earl, said he was tremendous-

ly interested in finding work for unemployed ex-soldiers, and had got both men through the Gloucestershire Ex-Servicemen's Association.

"The Earl would be just as well served by a parlourmaid as by a male servant," continued Mr. March. "His Lordship felt that a man should no longer be taxed for giving employment to men when hundreds and thousands were out of work. He had allowed the case to be brought forward to call public-attention to the matter."

"It comes to this," continued Mr. March. "He would be just as well served by a woman as by a man, and it is really taxing trousers and setting petticoats free."

The Chairman (Mr. B. Somers) said the magistrates had to administer the law. The Earl was fined 30s. in each case, just double the amount of the taxes.

MACLEANS PEROXIDE TOOTH PASTE

BRITISH TO THE TEETH.

Stocked by all Pharmacies, Dispensaries and Departmental Stores.

Sole Agents:—

W R. LOXLEY & CO.

WHITEAWAYS TOY BAZAAR

NOW OPEN.

AS USUAL, THE BEST DISPLAY in TOWN.

TOYS, CHRISTMAS ANNUALS, CHRISTMAS CARDS,
GAMES, FOR 1932, CALENDERS,
CRACKERS, GIFT BOOKS, DIARIES.

Bring The Children to See The Toys.
WHITEAWAYS. THE STORE FOR VALUE! HONG KONG.

KING'S THEATRE COMMENCING TO-MORROW.



HONGKONG'S WINNING SALE FINAL CLEARANCE OF OUR READY-MADE GOODS at—

Half Price

- 50 Pcs. Embroidered Kimonos.
- 43 Bridge Coats.
- 152 Sets Gents' Pyjamas.
- 32 Hour Coats (Printed).
- 14 Persia Coats.
- 27 Striped Spun Silk Shirts.
- 92 Sets Beach Pyjamas.
- 51 Sets of Underwear.
- 82 Kashmin Hour Coats.
- 48 Sets Necktie, Hdkf., Socks.
- 55 Doz. Fancy Socks, all Sizes.
- 29 Gents' Dressing Gowns.
- 98 Crystal Necklaces.
- 30 Crystal Chokers.
- 82 Embroidered Shawls, all Colours.
- 17 Doz. French Neckties.
- 112 Printed Fancy Scarves.
- 150 Prs. Brocade Slippers.
- 105 Babies' Frocks. Beautiful Colours.
- 98 Sets Ladies' Embroidered Pyjamas.

TAJMAHAL SILK STORE King's Theatre Building. D'Aguilar St.



SPECIAL DINNER DANCE TO-NIGHT

9-12.
DICK ADAMSON'S MODERN MUSIC
ORCHESTRA WILL BE IN
ATTENDANCE.

AT THE GLOUCESTER BUILDING

MAN HING TAILOR

PERFECT FIT GUARANTEED.
No. 9, D'Aguilar Street. Tel. 28780.

SHARE PRICES

TO-DAY'S QUOTATIONS

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1660 a.
Hongkong Lon. Reg. \$119 1/4 n.
Chartered Bank, \$4.
Mercantile Bank, A. & B.
\$23 1/2 n.
Mercantile Bank C., \$9 1/2 n.
East Asia, \$10.
Am. O. Finance, \$28 n.
China O. Fin. Org., \$16 n.
China A. Fin. Prof. \$16 n.

Insurance.
Canton Ins., \$1310 b.
Union Ins., \$510 a.
China Underwriters, \$2.85 b.
China Fire, \$100 n.
H.K. Fire Ins., \$1180 n.
Internat. Asso., \$1.45 n.

Shipping.
Douglases, \$26 n.
H.K. Steamboats, \$23 1/4 n.
Indo-China, \$14 n.
Indo-China (Ind.), \$12 n.
Shell (Bear), \$6 7/8 n.
Union Waterboats, \$21 b.

Mining.
Benquoits, \$18 1/4 n.
Kallans, \$25/- n.
Langkots (Single), \$1.4 n.
Shui Exploration, \$1.2 n.
Shui Loo, \$1.2 n.
Venz: Goldfields, \$4 b.
Benguet Exp., \$1 cts. b.

Docks, etc.
H.K. Wharves, \$148 b.
H.K. Docks, \$24 a.
S. China Wharves, \$10 n.
S. China Motor R., \$4 n.
Providents (old), \$4.80 a.
Providents (new), \$2 b.
Hongkew, \$1.22 n.
New Engineering, \$1.64 n.
Shanghai Docks, \$1.99 n.

Lands, Hotels, etc.
Hotels (old), \$11.40 a.
Hotels (new), \$11.25 n.
H.K. Lands, \$7 1/2 b.
Shui Lands, \$1.24 n.
Metropolitan Lands, \$10 n.
Humphreys, \$16 n.
H.K. Realities, \$9.30 b.
Asia Realities "A", \$4.40 n.
Asia Realities "B", \$28 n.
Chinese Estates, \$100 n.
China Realities, \$1.40 n.
China Debentures, \$1.96 1/2 n.

Cottons.
Ewo Cottons, \$14.90 b.
Shui Cottons, \$1.14 n.
Zoong Sings, \$1.16 b.
Wing On Textiles (S), \$1.45 n.
Public Utilities.
Tramway, \$22 a.
Peak Transp. (old), \$15.50 b.
Star Ferris, \$95 a.
Yaumati Ferris (old), \$36 n.
Yaumati Ferris (new), \$34.25 n.
China Lights (new), \$17.25 b.
H.K. Electric, \$78 b.
Macao Electric, \$28 b.
Sundakun Lights, \$12 n.
Telephones (old), \$30 n.
Telephones (new), \$28 b.
China Busen, \$1.10 n.
Singapore Tract, 2/- n.
Singapore Prof., 14/- n.
Industrials.
Malabon Sugars, \$27 1/2 n.
Culd: Macg. (Ord.), \$1.14 n.
Culd: Macg. (Prof.), \$1.10 1/2 n.
Canton Ice, \$6 n.
Cements (Com.), \$13.30 b.
Cements (old), \$11.50 n.
Cements (new), \$12.50 n.
H.K. Ropes, \$12.15 a.
Agriculturals, \$10 a.
Stores.
Dairy Farms, \$28.90 a.
Watsons (old), \$12.75 n.

Gillette

**HAVE YOU TRIED THE
NEW PROCESSED
NEW GILLETTE BLADE?**

For comfort and economy,
this is the finest blade
ever produced.

Those who demand per-
fection in shaving must
use this latest new type
Gillette blade—made on
improved machinery.

Obtainable at all high class
stores.

VAT 69

Quality Tells

The brand has been in the same
family since its inception and
is its independent
Wm. H. & Co. Ltd.
LONDON

Sole Agents:—W. R. LOXLEY & CO.

Watsons (new), \$11.40 n.
Der. A. Wm., \$1 n.
Sinceres, \$15.60 n.
Lano Crawfords, \$5.60 n.
Mackintosh, \$21 n.
Wm. Powells, \$3.35 n.
Wing On (H.K.), \$235 b.

Miscellaneous.
Amusements, \$16.50 n.
Entertainments, \$12.60 b.
S. C. Enterprises, \$3 1/2 b.
United Theatres, \$1.52 b.
Macao "Greyhound", \$10 n.
Construction (old), \$6.25 a.
Construction (new), \$1.40 b.

B. Ind. G.S. Bonds, \$69% n.
Wallace Harpers, \$11 n.
H.K. Govt. Loans, 2% prem.

L.I.D. CERTIFICATES.

Of the Societe Internationale de
Placements, Basle. (Local Agents
Messrs. A. Goeke & Co.)
Friday's official quotation in
Basle, excluding dividends accru-
ed was 22. 16s. 8d.

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter 1824.

HEAD OFFICE—LONDON.
Paid-up Capital \$5,000,000
Reserve Fund 5,000,000
Reserve Liability of Proprietors 5,000,000

AGENCIES AND BRANCHES
ALOR STAR IPOH RAHOON
AMRITABAR IPOH RAHOON
BANGKOK KARACHI SEMARANG
BATAVIA KLANG SINGAPORE
BOMBAY KUALA LUMPUR
CALCUTTA KUALA LUMPUR
CANTON LUMPUK
CANNING KUCHING SUARABAYA
CEBU MADRAS TAIPEI
CULANGO MANILA TIENTSIN
DILAI MEDAN
HAIKONG PEKING TIENTSIN
HANKOW (Yantai) YUKUAMIA
HANKOW (Yantai) YUKUAMIA
HONGKONG PENANG YUKUAMIA

Foreign Exchange and General and Banking
business transacted.
Current Accounts opened and Fixed
Deposits received for one year or shorter
periods at rates which will be quoted on
application.
A. B. FERRELL, Manager.
Hongkong, 9th July, 1932.

行銀國中 BANK OF CHINA

Incorporated October 31, 1923, under special
charter of the National Government as an
INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$25,000,000.00
Paid-up Capital \$1,710,000.00
Reserve Fund \$1,820,000.00

HEAD OFFICE—SHANGHAI.
HONGKONG BRANCH.
4, Queen's Road, Central.

Owing to our numerous branches in China
and in the principal cities of the world, we are able to
attend to all kinds of international business for
domestic and foreign banks and merchants.
We also handle the issue of Bonds and
other Public Securities of the Chinese Govern-
ment both at home and abroad.
SHOU J. CHEN, Manager.

行銀西廣港香 THE BANK OF KWANGSI (Hong Kong Branch).

Authorized Capital \$10,000,000
Paid-up Capital \$3,500,000
Head Office: Nanning, Kwangsi.

Branches.
Branches and Agencies in the
principal cities of the Kwangsi
Province and Correspondents all over
the world.
Hong Kong Branch.
Gloucester Building, 1st floor
Des Voeux Road, Central.
Banking Business of every descrip-
tion transacted.
Cable and Radio Address No. 2304
Telephones: Manager 30112,
Business 30113, Enquiry 30114.

PAK TSE KUN, Manager.

CHANG CHAO TANG, Sub-Manager.
Hongkong, 8th September, 1932.

THE BANK OF CANTON, LIMITED.

ESTABLISHED 1913.

Head Office—Hongkong.

Authorized Capital \$11,000,000
Paid-up Capital \$4,000,000
Reserve Fund \$1,000,000

BRANCHES:
Canton, Shanghai, Hankow, Swatow,
Ningbo, New York and San Francisco.

LONDON BRANCHES:
The Bank of Canton, Limited.
Correspondents in all principal cities of the
world.
Foreign Exchange and Banking business of
every description transacted.
Safe Deposit Boxes (various sizes) at
very low rental from 50 to 500.
LOOKE PUNING SHAN, Chief Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office—15, Gracechurch Street,
London, E.C. 4.
Authorized Capital £2,000,000
Subscribed Capital 1,800,000
Paid-up Capital 1,000,000
Reserve Fund and Rest 1,317,927

BANKERS.
The Bank of England & Midland Bank, Ltd.

BRANCHES:
Batavia, Howrah, Madras, New York
Bombay, Ipoh, Penang, Rangoon
Calcutta, Kanton, Shanghai, Singapore
Canton, Kobe, Yokohama
Delhi, Rangoon, Swatow
Galle, Kanton, Penang
Hongkong, Kanton, Penang, Rangoon
Kobe, Yokohama, Swatow
Port Louis (Mauritius).

HONGKONG BRANCH.
Every description of Banking and Exchange
business transacted.
Travellers Cheques issued.

**TRUSTS AND EXECUTORSHIP
UNDERTAKEN.**

Interest allowed on Current Accounts and
Fixed Deposits at rates that may be de-
termined on application.
J. B. ROSS, Manager.

MRS. MOTONO.
Hand and Electric Massage.

Holder of Diploma and Certificate
of Tokyo Denki Ryoho Kenkyusho
(Tokyo Electric Cure Institute).
81B, Wyndham Street.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$10,000,000
Paid-up Capital \$1,000,000
Reserve Fund \$1,000,000

HEAD OFFICE—HONGKONG.
Board of Directors.
Hon. Mr. J. J. Pateras, Chairman.
T. H. Pearce, Esq., Deputy Chairman.
Hon. Mr. W. H. Hill, J. A. Pateras, Esq.,
A. H. Cowan, Esq., T. H. Pateras, Esq.,
M. T. Johnson, Esq., J. F. Warren, Esq.,
G. H. H. Esq.

V. M. GRAYBURN, Esq., Chief Manager.

BRANCHES:
AMOI, ANKONG, BATAVIA, BOMBAY, CALCUTTA, CANTON, CHEFOO, COLOMBO, AIREN, HAIKONG, HANGKOW, HANKOW, HONGKONG, IPOH, KOWLOON, KUALA LUMPUR.

Current Accounts opened in Local Currency
and Fixed Deposits received for one year or
shorter periods in Local Currency and Sterling
in terms which will be quoted on application.
Hongkong, 8th April, 1932.

HONGKONG SAVINGS BANK

The Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI BANK-
ING CORPORATION. Rules may be obtained on
application.
FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION.
V. M. GRAYBURN, Chief Manager.
Hongkong, 27th February, 1932.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) \$1,000,000
Reserve Fund \$1,125,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Alexandria, Batavia, Bombay, Calcutta, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates
to be obtained on application.
M. MUJI, Manager.
Hongkong, 18th September, 1932.

THE HO HONG BANK LTD.

(Established 1917).

HEAD OFFICE—SINGAPORE.
Local Branch—
18, Queen's Road, Central.

Authorized Capital Straits \$50,000,000
Paid-up 5,000,000
Reserve Fund 4,000,000

Reserve Liabilities
of Shareholders 4,000,000

BRANCHES AND AGENCIES
in the principal cities of the world.
Every description of Banking and
Exchange business transacted.
CHUA KEH HAI, Manager.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ, N.V.

(Netherlands Trading Society).

BANKERS.
ESTABLISHED 1824.

Hongkong Office—11, Queen's Road, Central.
Authorized Capital F. 10,000,000
Paid-up Capital F. 50,000,000
Reserve Fund F. 50,000,000

Head Office—Amsterdam.

Eastern Head Office—BATAVIA.

BRANCHES:
Batavia, Bandoeng, Bencoolen, Calcutta, Ceylon, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

Three offices have safe deposit boxes in
London, Hongkong, National Provincial Bank.

Correspondents all over the world.
BANKING BUSINESS OF EVERY
DESCRIPTION TRANSACTED.
Manager.
Hongkong, 28th June, 1932.

ASSURANCE SHIMIDZU ASSURANCE S. HONDA ASSURANCE S. KISAKI

Recommended for many years by
Governments, Colonies, and Foreign
Companies. Capital paid up and
Reserve Fund \$1,000,000

SANDALS TO DANCE IN:—



THE VOGUE THIS SEASON—

We have a charming
selection in pleasing
colour combinations—
ALSO—

WHITE CREPE FOR
DYEING.

GORDON'S LTD.

Kayamally Building.

KING'S THEATRE

COMMENCING TO-MORROW.



THE OLDEST TEA MERCHANTS IN H.K.
Established 1864.
WILL SHIP CHINA TEA TO ALL PARTS
OF THE WORLD FOR
X'MAS & NEW YEAR GIFTS
FINEST QUALITIES PROCURABLE.
PACKING, FREIGHT AND DUTY PAID.
YU CHONG 85, Queen's Road C.
Hongkong.

TAIT'S MANILA CARNIVAL

LOCATION
OPPOSITE PENINSULA HOTEL
KOWLOON



THE GREATEST & MOST SPECTACULAR
FREE ACT EVER SHOW HERE

"THE GLOBE OF DEATH"



"THE DODGEM"

PACKED EVERY NIGHT.
EVERYONE IS DODGING EM ON THE
"DODGEM"

You don't know what you are missing if you
have not visited the Manila Carnival Free
Acts, Big Wheel, Merry-go-Round, Hawaiian
Dancers, variety Shows, performing Fleas
and a host of other good things.

COME TO-NIGHT.

GATE ADMISSION 20 CENTS. CHILDREN HALF PRICE.

H.E. THE GOVERNOR.

RETURNING TO HONGKONG
ON THURSDAY

His Excellency the Governor of
Hongkong, Sir William Peel, and
Lady Peel, are returning to the
Colony from Home leave by the P.
and O. s.s. Ranpura, which is due
next Thursday. It is interesting
to note that among the passengers
by this liner is also Lady Clement,
wife of the former Governor of
Hongkong, Sir Cecil Clementi, now
Governor of the Straits Settlements.
Lady Clement disembarks
at Singapore to-day.

Another passenger by the
Ranpura is Sir Samuel Wilson, the
Permanent Under-Secretary of
State for the Colonies, who, it is
understood, has come out on special
Colonial Office work, probably con-
nected with the reorganisation of
the system of government in British
Malaya, involving unified control
of the Straits Settlements and
Malay States. It is not known
definitely at present whether Sir
Samuel Wilson will be coming on
to Hongkong.

Among the Hongkong residents
returning by the Ranpura is Mrs.
G. A. C. Herklotz, whose husband
preceded her back to the Colony a
few months ago.

LOCAL WEDDING.

PRETTY CEREMONY AT UNION
CHURCH YESTERDAY

A quiet wedding of interest to a
number of residents in the Colony
and at Home took place at the
Union Church, Kennedy Road, yester-
day, between Mr. J. D. Parkinson,
Assistant Distribution
Engineer of the China Light and
Power Co., and Miss O. M. Jeffers-
on, elder daughter of Mr. and Mrs.
R. E. Jefferson of Koyingham, East
Yorkshire.

The bride, who was given away
by Mr. B. Paul, was attired in a
gown of silver grey lace with hat
and shoes to match, and carried a
bouquet of Honolulu creeper. Miss
Thelma May was bridesmaid, and
wore a dress of rose georgette.

The Rev. Dr. E. L. Allen, assisted
by the Rev. E. G. Powell, con-
ducted the ceremony, with Mr.
Longyear at the organ. The
duties of best man were carried out
by Mr. C. B. Easterbrook.

A reception was afterwards held
at the Hongkong Hotel.

MONGKOK BLAZE

SPECTACULAR OUTBREAK
IN FUEL GODOWNS

Arson is suspected to be the
cause of a spectacular fire that
broke out in one of the most thickly
populated areas of Mongkok
late last night, when four fuel
godowns were totally destroyed.
The Mongkok station had the call
about 10.30 o'clock and found the
buildings well alight at the corner
of Reclamation and Canton
streets.

All available firemen from
Hongkong and Kowloon were sent
out, in addition to the fire boat,
and the brigade was responsible
for good work in confining the
flames to the godowns, as the
buildings were surrounded by
high tenements.

It is understood that the build-
ings were not insured.
A fire, dismissed recently from
the godowns, is suspected of hav-
ing caused the fire.

The godowns were full of coal
and other fuel, and although the
brigade soon had the flames un-
der control, the ruins were smoul-
dering until the early morning.



OBTAINABLE
FROM ALL
LEADING
GROCERIES

No thank you,
I don't feel very well..

Then there is more reason still why you
should drink some "BEAR BRAND" milk,
the very best thing to take when you don't
feel quite up to the mark.

In the tropics especially it is a sure cure for
all sorts of troubles and positively one of
the greatest disease preventatives that exists.
An ounce of prevention is worth a pound
of cure, so don't ever be without a supply of
"BEAR BRAND" genuine Swiss Milk.



MALAYAN CHAMPION'S SUCCESS

PHOSFERINE



PROFESSIONAL FEATHER &
LIGHTWEIGHT CHAMPION
Y. C. SONG writes:—

"SINCE the commencement
of my career as a
professional Boxer I have tried
many different tonics but
results were disappointing.
However, I was eventually
advised by my Manager, Mr.
Tan Ngee Yong, to try
Phosferine, and I can testify
that it has been of the greatest
benefit to my training, and I
recommend it to all engaged
in athletic pursuits. In fact

I HONESTLY ATTRIBUTE MY
SUCCESS TO THIS

WONDERFUL PHOSFERINE.
Y. C. Song, Penang

PHOSFERINE

THE GREATEST OF ALL TONICS FOR

Influenza	Neuralgia	Lassitude	Nerve Shock
Dizziness	Maternity Weakness	Nourishment	Malaria
Indigestion	Weak Digestion	Faintness	Rheumatism
Sleeplessness	Mental Exhaustion	Brain Fog	Headache
Exhaustion	Loss of Appetite	Anaemia	Sciatica

Made in Liquid and Tablets, each sold in 3 sizes:
the larger sizes are the more economical.
Also take Phosferine Health Salt, the Tonic saline—
It Tones as it Cleanses.

Proprietors: PHOSFERINE (ASHTON & PARSONS) Ltd.,
Ludgate Hill, London, England.

Agents: W. R. Loxley & Co., Hong Kong.

HAMBURG-AMERIKA LINIE • NORDDEUTSCHER LLOYD

FAR EASTERN MAIL, PASSENGER & FREIGHT SERVICE.

THROUGH BOOKINGS TO AMERICA via EUROPE
AND EUROPE via AMERICA.
BOOKINGS AROUND THE WORLD.

THROUGH BOOKINGS TO LONDON: Cabin Class only.

Arrivals from Europe

Sailings to North China & Japan

(HAL) M.S. "Kaiserland"

(NDL) M.S. "Fulda"

(HAL) M.S. "Hansa"

(NDL) S.S. "Lahn"

(HAL) M.S. "Duisburg"

20th Nov. (NDL) M.S. "Terra"

30th Nov. (HAL) S.S. "Oldenburg"

10th Dec. (HAL) M.S. "Sauerland"

Sailings

To Europe

15th Nov. Genoa, Barcelona, R'dam, H'burg.

19th Nov. Genoa, B'ona, A'dam, R'dam, H'burg, Bremen.

28th Nov. Genoa, Marseilles, R'dam, Hamburg.

1st Dec. Genoa, M'iles, Oran, C'blanca, Havre, A'dam, R'dam, H'burg, Bremen.

9th Dec. Genoa, Rotterdam, Hamburg.

19th Dec. Genoa, M'iles, A'dam, R'dam, H'burg, Bremen.

27th Dec. Genoa, Marseilles, A'twerp, R'dam, Hamburg.

8th Jan. Genoa, Barcelona, Rotterdam, Hamburg.

Destination.

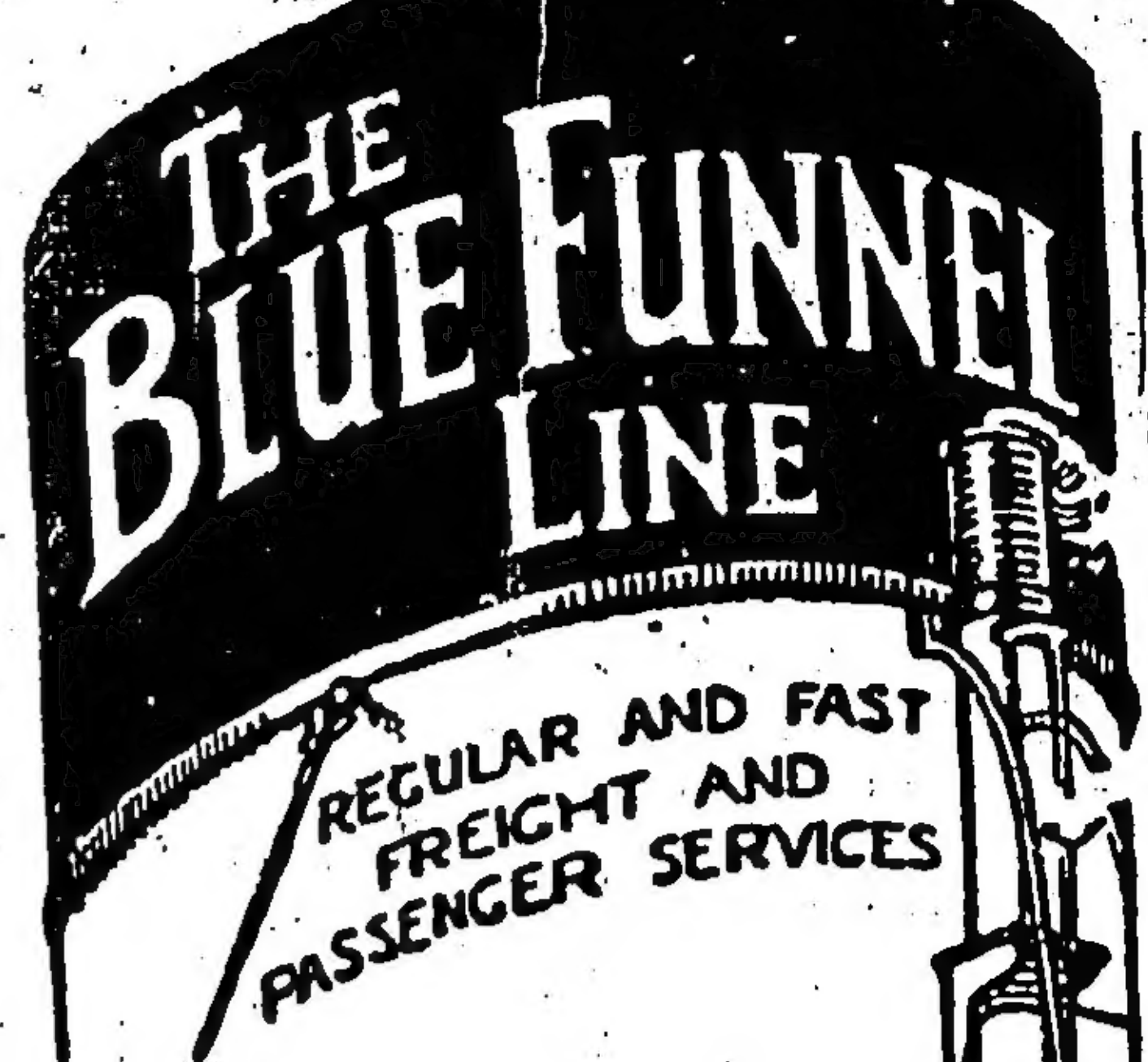
NDL. Hongkong/New Guinea service S.S. "BREMERHAVEN" 1st December, 1932, to RABAU and ports.

HAMBURG AMERIKA LINIE
JENSEN & CO., Agents,
12, Pedder St., Tel. 2441.

NORDDEUTSCHER LLOYD
MELCHERS & CO., Agents,
Queen's Bldg., Tel. 2437.

CANTON AGENTS:

JENSEN & CO., Shanghai, B.C.



LONDON SERVICE

GENEVA 22nd Nov. For Marseilles, London,
Rotterdam & Glasgow
D. O. M. 23rd Nov. For Genoa, Hamburg
London, Rotterdam & Hamburg

LIVERPOOL SERVICE

GENEVA 11th Dec. For London, Liverpool & Havre

NEW YORK SERVICE

GENEVA 23rd Dec. For New York & Baltimore
via Philadelphia, Port & Singapore

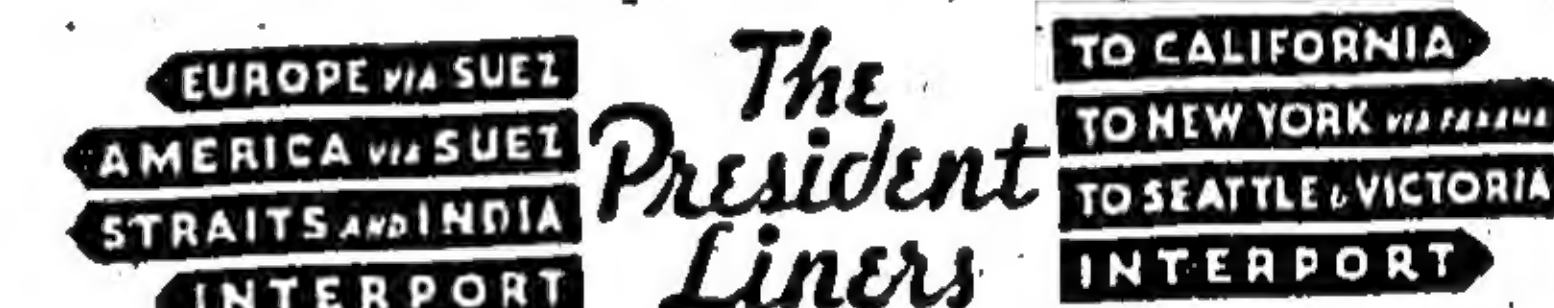
PACIFIC SERVICE

GENEVA 23rd Nov. For Victoria, Seattle & Vancouver
CANTALOE 17th Dec. For Victoria, Seattle & Vancouver

INWARD SERVICE

GENEVA 11th Nov. For Shanghai, Tientsin, Moji
Kobe & Yokohama
D. O. M. 23rd Nov. For Shanghai, Tientsin, Moji
Kobe & Yokohama

Special reduced fares arranged for cargo steamers with
limited passenger accommodation.
For freight, cargo rates and information apply to the
undermentioned.
All bookings are subject to the provisions of the Company's
Bill of Lading
BUTTERFIELD & SWIRE.
Agents.



Weekly Sailings Transpacific

To San Francisco, Los
Angeles & New York
via Panama

To Seattle and
Victoria

Fortnightly sailings.	Fortnightly sailings on Saturdays.
Pres. McKinley .. Nov. 22	Pres. Cleveland .. Nov. 26
Pres. Grant .. Wed., Dec. 7	Pres. Taft .. Dec. 10
Pres. Lincoln .. Wed., Dec. 21	Pres. Jefferson .. Dec. 24

ROUND TRIP FARES TO EUROPE & AMERICA.
Special through rates to Europe via United States. Direct
connections with all Atlantic lines. Choice of rail lines across
United States and Canada. Liberal stop-over privileges for
sight-seeing. Full particulars upon application.

Fortnightly via Suez to Europe & America

Fortnightly sailings via Manila, Straits, Colombo, Bombay, Suez
Canal, Alexandria, Naples, Genoa, Marseilles, New York & Boston.
Pres. Harrison .. Sun., Nov. 13 Pres. Pierce .. Sat., Dec. 10
Pres. Hayes .. Sat., Nov. 26 Pres. Monroe .. Sat., Dec. 24

TO MANILA

Next Sailing .. Pres. Harrison Nov. 13.

Pres. McKinley .. Nov. 15 Pres. Hayes .. Nov. 26
Pres. Cleveland .. Nov. 19 Pres. Grant .. Nov. 29

CONNECTING WITH S.S. MAYON TO CEBU, ILOILO,
ZAMBOANGA.

DOLLAR STEAMSHIP LINES AND AMERICAN MAIL LINE

CANTON BRANCH—No. 4 Shakes Street.

SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good, passenger accommodation).
onwards to:
Port Said, Genoa, Marseilles, Algiers, Oran, Rotterdam (Amsterdam),
Hamburg, Oslo, Gothenburg and other Scandinavian Ports.
via
Manila and Straits Settlements.

Sailing about
M.V. "NANKING" .. 29th Nov.
M.V. "TAMARA" .. 29th Dec.

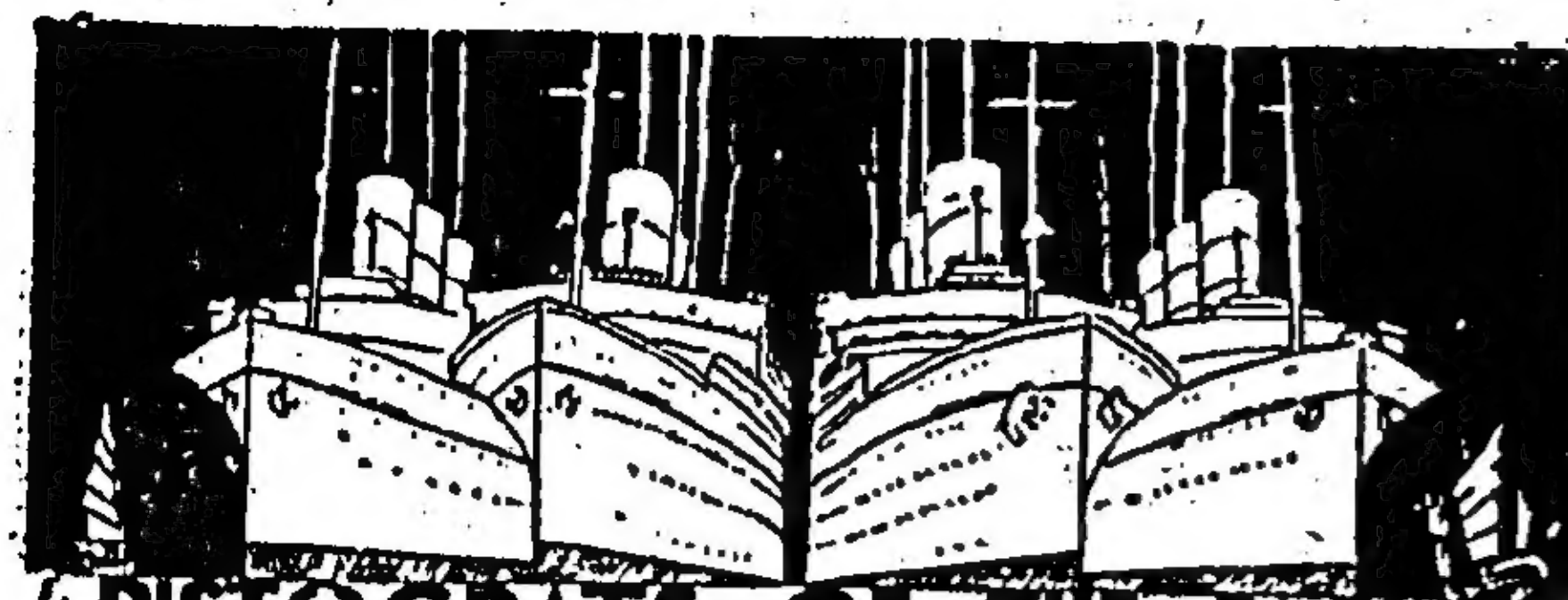
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Sailing about
M.V. "TAMARA" .. 30th Nov.
M.V. "PEIPING" .. 20th Dec.

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Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27	Feb. 10	Feb. 24	Mar. 10	Mar. 24	Apr. 7	Apr. 21	May 5	May 19	Jun. 2	Jun. 16	Jun. 30	Jul. 14	Jul. 28	Aug. 11

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CANADIAN PACIFIC



San Francisco via Shanghai, Japan Ports & Honolulu.
Taito Maru Tues., 16th Nov.
Chichibu Maru Wed., 30th Nov.
Tatsuta Maru Wed., 14th Dec.
Seattle & Vancouver.
Heian Maru (starts from Kobe) 19th November.
Hikawa Maru (starts from Kobe) Mon., 28th Nov.
London, Marseilles, Antwerp & Rotterdam via
Singapore, Penang, Colombo & Suez.
Hakusan Maru Sat., 26th Nov.
Haruna Maru Sat., 10th Nov.
Sydney & Melbourne via Manila & Ports.
Kitano Maru Sat., 26th Nov.
Atsuta Maru Sat., 24th Dec.
Manila.
Bombay via Singapore, Penang & Colombo.
Ginjo Maru Sat., 12th Nov.
Talan Maru Tues., 15th Nov.
South America (West Coast) via Japan, Honolulu,
Los Angeles, Mexico & Panama.
Bokuyo Maru Tues., 6th Dec.
Liverpool via Port Said, Genoa & Valencia.
Toyooka Maru (Calla Saigon) Sun., 13th Nov.
Calcutta via Singapore, Penang & Rangoon.
Akita Maru Tues., 15th Nov.
Malacca Maru Tues., 29th Nov.
Shanghai, Kobe & Yokohama.
Katori Maru Sat., 12th Nov.
Bengal Maru (Mojil direct) Sun., 13th Nov.
Atsuta Maru (Nagasaki direct) Fri., 18th Nov.
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FRENCH MAIL STEAMERS.

Sailings from Hong Kong.

To SHANGHAI.

Aramis 23rd Nov.
Chenonceaux 7th Dec.
Athos II 21st Dec.
D'Artagnan 4th Jan.
Andre Lebon 18th Jan.
Felix Roussel 1st Feb.
G. Metzinger 14th Feb.
Porthos 28th Feb.
..... 14th Mar.

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For DUNKIRK via Haiphong, Saigon—Oran—La Havre
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For full Particulars, apply to—

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3, Queen's Building.
Telephones: 26651.

SALES OF POPPIES

LADY HELPERS COLLECT OVER \$5,000

There was a ready and generous response to the sale of poppies in aid of Earl Haig's Fund, and when the collection closed at 1 p.m. well over \$5,000 had been realised. From an early hour about 100 lady helpers were on the streets laden with these tokens of remembrance, the proceeds from the sale of which will go to help the disabled soldiers in the homes where they are cared for.

The street collections received up to 1 p.m. were—Hongkong \$2,200, Happy Valley (per the Civil Service Club) \$900, Taitung \$133, and Kowloon \$2,150. In addition donations were received by Mrs. J. H. Hunt, convener of the Peninsula side of the harbour, from Miss Ellis (\$45), Mrs. C. A. Marsh (\$10), and Mrs. W. G. Clarke (\$10). Other amounts are expected to come in later.

During the day a wreath containing several hundred poppies was placed on the grave of the late Mrs. Macintosh. The cost was defrayed by the employees of the Kowloon Dock Company, and the collection in this respect, which will probably amount to \$100, will be handed over to the Haig Fund.

The headquarters of the Hongkong collectors was the City Hall, and on the Kowloon side the Y.M.C.A. premises were used.

Those assisting in the collection on the Island were Misses Hallifax, R. Alabaster, P. Wales, Sanger (2), H. Lauder, P. Harrison, Naylor, Ferguson (2), Grace, Pollock, Shenton, Hodgson, E. Blackburn, E. B. Blackburn, R. Hancock, Lloyd, M. Grief, Dowling, Butterfield, Bewley, Leong (2), Cooper, Lammert, M. King, R. King, Gubbay, Bonnar, Whitman (2), Butterfield (2), P. Buchanan (2), Henderson, Masters M. Wales, Gaynam (2), J. Wynne-Jones, Madames Sanger, Baynam, Madson, Stone, Gerrard, and the Misses Lanebert, Sully and Tenesty.

The helpers on the Peninsula were Mrs. J. H. Hunt (convener), Madames Bryant, M. Bos, C. M. Mannors, V. C. Labrum, E. Burke, H. Mills, F. C. Cleme, D. K. Paterson, J. C. Lyal, F. Goodwin, J. W. Baldwin, R. Rolland, Tuisson, Misses J. Smalley, O. Dalziel, P. Langness, May Wittchell, Pfeifer, J. Weller, S. Dalziel, B. Walker, A. E. Fowler, R. Fowler, M. Henp, D. Tolan, M. Stokes, M. E. Scott, M. Tillery, D. Wittchell, M. Gardiner, R. Hill, M. Smith, J. Booth, L. Hickey, M. Rumbay, E. Thomson, J. Holland, R. Nish, B. Spaulding and K. Hamilton.

ANNUAL AUCTIONS.
Fund Augmented by Sales Among Club Members.

The annual auction sale conducted at the Hongkong Club by Mr. G. P. Lammert in aid of Earl Haig's Fund produced over \$3,000.

The articles offered for sale included a small imitation junk for which there was some spirited bidding. The opening was \$575 b. Mr. E. H. White and the article was eventually knocked down to Mr. J. T. Bagram for the sum of \$1,600.

At the Kowloon Cricket Club \$1,149 were raised for the fund. A raffle produced \$386 and an auction sale conducted by Mr. V. C. Labrum realised \$763.

In connection with the latter, a football which had been won by H.E. the Officer Administering the Government and presented to Major Mannors for auction, was eventually bought for \$400. Seven poppies were sold for

A NEW CURRENCY

SUGGESTION FOR BARTER EXCHANGE

London, Nov. 11.

An international currency is in process of evolution. It is to be called Bartex.

The authors of the scheme are the London Chamber of Commerce, with the support of the Association of British Chambers of Commerce, the Federation of British Industries and the National Union of Manufacturers.

Proceeding on the assumption that international finance has broken down, the promoters propose to revert to simple barter, to be operated through "Bartex", clearing houses in all countries embracing the scheme.

"Bartex" will represent a fixed quantity of commodities and will therefore be automatically expandable with the expansion of trade. It will also constitute a corrective to excessive adverse trade balances.

The Government is being approached with the suggestion that it establish clearing houses in Britain, and representatives of foreign banks and Governments are being invited to a conference which will be held in the near future.

It is claimed that frozen credits can immediately be liquidated by their conversion into a corresponding amount of Bartex, which the Government concerned would guarantee to pay by the export of goods over a period of a decade.—Our Own Correspondent.

Members of the Club enjoyed a steak and kidney pudding dinner and a sing-song.

The fund was further augmented by the charity football game at Happy Valley and the raffling of the ball used, H.E. the Officer Administering the Government, Hon. Mr. W. T. Southern, was present and bought a book of tickets, one of which was the winning number for the ball.

The raffle netted approximately \$100.



John D. HUTCHISON & CO.

HONGKONG, 10th November, 1932.

JOHNSON

The world's leading manufacturers of

Paste and Liquid

Wax Polishes

In use and recognized for almost

half a century as unequalled to

produce a high, lasting luster on

FLOORS

AUTOMOBILES

FURNITURE

LINOLEUM

or wherever a protective hard

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CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LTD.

From LEITH, MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship,

"BENCRACHAN"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th November, 1932, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 28th November, 1932, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th November, 1932, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 7th November, 1932.

HOLLAND-OOST AZIE L.I.N. (HOLLAND-EAST ASIA LINE)

From ANTWERP, BREMEN, ROTTERDAM, AMSTERDAM, HAMBURG, GENOA, and OTHER PORTS.

The Steamship,

"SEROOSKERK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 16th November, 1932, 4 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 12th November, 1932, at 10 a.m. by Messrs. Goddard and Douglas.

Consignees are requested to apply for a Revenue Officer in attendance when damaged dutiable cargo is being examined.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the underwriter in any case whatever. Bills of Lading will be countersigned by JAVA-CHINA-JAPAN L.I.N.

Hongkong, 10th November, 1932.

BARBER



WILHELMSEN

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SAN FRANCISCO—LOS ANGELES

PANAMA.

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NOVEMBER 18th.

ALL VESSELS HAVE EXCELLENT ACCOMMODATION

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT

ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S. Tons From Hongkong (about) Destination

CORFU 15,000 19th Nov. Penang, M'les & I'nd

KIDDERPORE 5,300 23rd Nov. Straits, Ceylon, & B'ay

OMORIN 15,000 3rd Dec. Penang, M'les & I'nd

BHUTAN 6,000 10th Dec. Penang, M'les & I'nd

RANPURA 17,000 17th Dec. Penang, M'les & I'nd

KAISAR-I-HIND 12,000 31st Dec. Penang, M'les & I'nd

Cargo only. (Calls Cebu, Manila, Iloilo, Karachi, Bedi, Bindor & Navalakhli)

Frequent connections from Port Said for Passengers and Cargo of Constantinople, Piraeus, Smyrna and other Levant Ports by Steamers of the Imperial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS.

SANTHA 8,000 15 Nov 3.00 p.m. S'ore, Penang & Calcutta

TAK D. 7,000 26 Nov. S'ore, Penang & Calcutta

SIRDHANA 8,000 9th Dec. S'ore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

PANDA 7,000 2nd Dec. Manila, Rabaul, Brisbane, Sydney

NANKIN 7,000 31st Dec. and Melbourne

NELLORE 7,000 1st Feb 1933.

Regular Monthly Sailings from Hongkong to Shanghai and Japan

and Hongkong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via N.Z.

Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

the P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and

London via Panama Canal.

SAILING TO SHANGHAI & JAPAN.

RANPURA 17,000 19th Nov. S'hai, Kobe & Yok

SIRDHANA 8,000 14th Nov. Anoy, S'hai, Moji, Kobe

ISONDAN 6,800 25th Nov. S'hai, Moji, Kobe & Yok

LWA 11,000 18th Nov. S'hai, Kobe

TILAWA 10,000 2nd Dec. Amoy, Moji, Kobe & Yok

KAISAR-I-HIND 12,000 2nd Dec. S'hai, Moji, Kobe & Yok

RANPURA 17,000 10th Dec. S'hai, Kobe & Yok

BURDWAN 6,500 29th Dec. S'hai, Kobe & Yok

CANTH GE 14,000 30th Dec. S'hai, Kobe & Yok

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All dates are approximate and subject to attention without notice.

Parcels Measuring not more than 5 c.ft. will be

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STEWARDS CARRIED.

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FIRST CLASS FARE TO SYDNEY, 7/6 RETURN

" " " LONDON (via Australia) from \$180/10/0

(Australian Newspapers on file).

STEAMER Due H'Kong Leaves H'Kong Leaves Manila Due Sydney

TAIPING In Port Nov. 18th Nov. 18th Dec. 8th

CHANGTAE Jan. 30th Dec. 20th Jan. 23rd Jan. 30th

TAIPING Jan. 6th Jan. 18th Jan. 18th Feb. 1st

CHANGTAE

AUSTRALIAN-ORIENTAL LINE, LIMITED.

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DASH OF MIRTH...SHOT OF GLEE...BOTTOMS UP WITH THIS COMEDY COCKTAIL

WHEELER WOOLSEY

TEAR UP THE MORTGAGE! BURN THE CRYING TOWELS! GIVE THE CATS TO GLOOM!

Here's a Barrel of Laughs with the Spigot Open! ... Get Under and Get Your Share!

CAUGHT PLASTERED

The Biggest Laugh Value in Town.

Starting To-morrow

LEW AYRES MAE CLARKE BORIS KARLOFF

Bright Lights and Dark Shadows

NIGHT WORLD

The inside story of night life!

SOMETHING NEW! SOMETHING DIFFERENT!

MUSIC - DANCING - EXCITEMENT.

Starting desperate drama behind the bright lights and gaiety of midnight revelry.

COMING SOON

The "All Quiet" of 1932.



It's a Universal Super Production.

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PLAYING WITH FIRE

(Continued from Page 1.)

felt that he neither heard nor saw anything as he passed.

CHANGE OF CONDUCT.

At Shaokwan Gap, however, defendant admits that the complainant began to make resistance to further familiarity, and even screaming when the other car drew near. The explanation of this change of conduct seems clear from the defendant's evidence, for it was then that the complainant's undergarment was taken off.

From this, and from the medical evidence, I draw the inferences that before the other car appeared, an assault, involving the handling of the girl against her will, had begun; that this was altogether different from the actions which she had hitherto consented, but that defendant had good grounds for assuming that she would permit it.

PLAYED WITH FIRE.

I find defendant guilty of an innocent assault but with extenuating circumstances. Complainant herself is very seriously to blame for what has happened to her; she played with fire for her own amusement, and has got burnt; and now comes here and tells a mass of lies in the attempt to retrieve her own character. She has, however, suffered trouble and damage and I award \$50 amends to her. Defendant is allowed the option of a fine. Defendant is fined \$200 or three months.

THE TYPHOON.

The anticyclone over North China continues to increase in intensity. The typhoon is situated in the eastern part of the Philippine Channel, moving northward. Fresh monsoon will prevail along the China coast and over the Northern China Sea.

SECRET NANKING PACT STORY

JAPANESE TO MAKE LOAN?

FENG YU-HSIANG SEEKS DENIAL

Canton, Nov. 11.

General Feng Yu-hsiang, who is a member of the Kuomintang Central Executive Committee, has been asked by the Foreign Minister, Mr. Lo Wen-han whether it is true that Mr. Tai Chi-chang went to Japan on a secret mission and that the Nanking government has concluded an agreement with Japan whereby the latter agrees to lend \$80,000,000 to China on condition that the amount is not used for military defence against foreign powers.

The telegram sent by General Feng to Mr. Lo was received to-day and released for publication. General Feng having requested that his communication be freely circulated to make known his stand on current political problems. It is, however, understood that the reference to a Sino-Japanese agreement has not been made public in Shanghai and North China.

FENG'S ALLEGIANCES. In another telegram to Mr. Lo Wen-han, General Feng declares that he is interested in a Monarchist restoration, declaring that he once drove Pu Yi and his followers from Peking. Concerning a reference in the Linton report stating that he abandoned his superior (Wu Pei-fu), Feng justifies his action saying:—

"If my co-operation with the late Dr. Sun Yat-sen in 1924 in a punitive expedition against those associated with the bribery election in 1923, and in expelling the remnants of the Monarchists from Peking, were to be considered as an act of betrayal, then all other revolutionaries would be open to the same charge."

—Central Press.

NEW YORK STOCK EXCHANGE

A.O.F.C. QUOTATIONS FOR YESTERDAY

New York, 11.	
Dow Jones averages:	Nov. 10. Nov. 11.
30 Industrials	65.64 68.03
20 Rails	28.93 29.68
20 Utilities	28.65 29.88
Measures E. A. Pierce & Co. report:	
We think the market trend is still upward and would take advantage of small recessions to buy more stock for trading positions. Business done: 2,600,000 shares.	
	Nov. 10. Nov. 11.
Air Reduction	\$57 1/2 \$59 1/2
Allied Chemical & Dye	78 1/2 81
American Can	55 56 1/2
American Telephone & Telegraph	107 1/2 112 1/2
American Tobacco	70 1/2 72 1/2
Ancon	11 11 1/2
Auburn	43 1/2 40
Borden Company	25 1/2 27 1/2
Canadian Pacific	14 1/2 14 1/2
Chrysler Motors	10 1/2 17
Consolidated Gas of New York	50 1/2 51 1/2
Drugs, Inc.	37 1/2 38 1/2
Du Pont de Nemours	37 1/2 39 1/2
Eastman Kodak	63 1/2 65 1/2
Electric Bond & Share	20 28 1/2
General Electric	17 1/2 18 1/2
General Motors	21 1/2 23 1/2
Gillette Safety	15 1/2 16 1/2
International Harvester	22 1/2 24 1/2
International Tel. & Tel.	11 11 1/2
Liggett & Myers	60 1/2 62 1/2
Loew's Inc.	29 1/2 30 1/2
Mengonerv Ward	13 1/2 14 1/2
National Biscuit	40 1/2 41 1/2
Pacific Gas & Electric	28 28 1/2
Pennsylvania Rail- way	15 1/2 16 1/2
Radi Corporation	7 1/2 8 1/2
Sears Roebuck	20 1/2 21 1/2
Standard Oil Co. of New Jersey	31 1/2 32 1/2
Socron - Vacuum Corp.	8 1/2 9 1/2
Union Carbide & Carbon	25 1/2 26 1/2
United States Steel	38 39 1/2
Westinghouse E. & M.	27 1/2 28 1/2

*ex. divd.

—Reuter.

QUEEN'S THEATRE

Final Showings To-day at 2.30, 5.10, 7.15 & 9.20
A RIOTOUS SATIRE ON CHICAGO GANGSTERS!

INNOCENTS OF CHICAGO

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BENJAMIN NEDELL
MARGOT GRAHAME

TO-MORROW

WHEELER WOOLSEY

CRACKED NUTS

DOROTHY LEE

Edna May Oliver
Stanley Fields
Lena Sten-gil

GRAB THE BRASS RING OF THIS MERRY-GO-ROUND OF MADNESS

Rampaging Host of Jocular Comedy
RKO-RALPH Production
Directed by EDWARD CLINE

AT THE **STAR** TO-DAY ONLY at 2.30, 5.20, 7.20 & 9.20

The THRILLING RAILWAY MYSTERY DRAMA
"The GHOST TRAIN"
with JACK HULBERT—CICELY COURTNEIDGE

MAJESTIC

SHOWING TO-DAY at 2.30, 5.20, 7.20 & 9.20 p.m.

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The Century's Outstanding Troupe of Chinese Acrobats, Jugglers and Magicians.

THE COMPANY WILL APPEAR WITH THE USUAL PICTURE PROGRAMME

AT 5.20, 7.20, & 9.20 P.M. ONLY.

ON THE SCREEN
ROBERT ARMSTRONG LILA LEE
in
"THE RADIO PATROL"

THIEVES ENCOURAGED

STREET DOORS SHOULD NOT BE LEFT OPEN

That leaving doors wide open at night in districts like Shum-shuipo, is nothing less than an invitation to robbers was emphasised again last night when five armed men held up a married woman and robbed her of a gold ring and \$73. With an amah and three children the woman was sitting in her house waiting for her husband to return. Suddenly a man walked through the open door and asked for the head of the house. On being informed that he had not returned, the man drew a revolver and pointing it at the woman ordered them to keep quiet.

Four more men entered and after searching the place decamped with \$73 and a gold ring. The police were informed and investigations are proceeding.

TO-DAY ONLY At 2.30, 5.10, 7.15 & 9.30 p.m.

KING'S THEATRE

BOOKING AT THE THEATRE TEL. 25332

Who Killed Markham Savage?
A Murder in a Talkie Studio!

MAURICE CHEVALIER

with **JEANETTE MACDONALD**

LOVE ME TONIGHT

Charlie Ruggles, Charles Butterworth and Myrna Loy
A Paramount Picture

TO-DAY ONLY At 2.30, 5.15, 7.15 & 9.30 p.m.

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TO-DAY ONLY

JOAN BENNETT SPEYER TRACY

Directed by John Strydom
A Fox Picture

She Wanted a Millionaire